

2009 Active Transportation Resident Survey

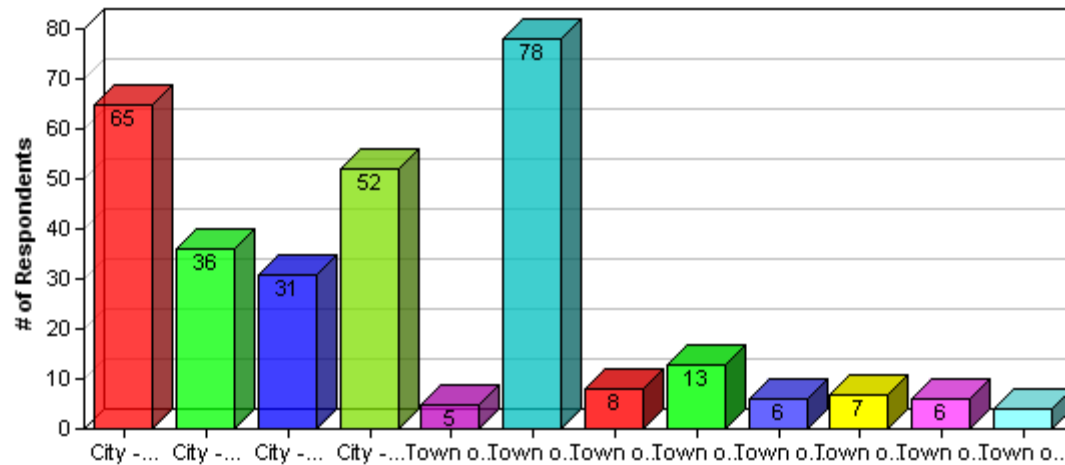
Conducted by



March 1 thru April 5, 2009

Question 1: Where do you reside?

1. City - Ward 1	2. City - Ward 2	3. City - Ward 3	4. City - Ward 4	5. Town of Bristol	6. Town of Canandaigua	7. Town of East Bloomfield	8. Town of Farmington	9. Town of Gorham	10. Town of Hopewell	11. Town of Manches
65 19.2%	36 10.7%	31 9.2%	52 15.4%	5 1.5%	78 23.1%	8 2.4%	13 3.8%	6 1.8%	7 2.1%	6 1.8%

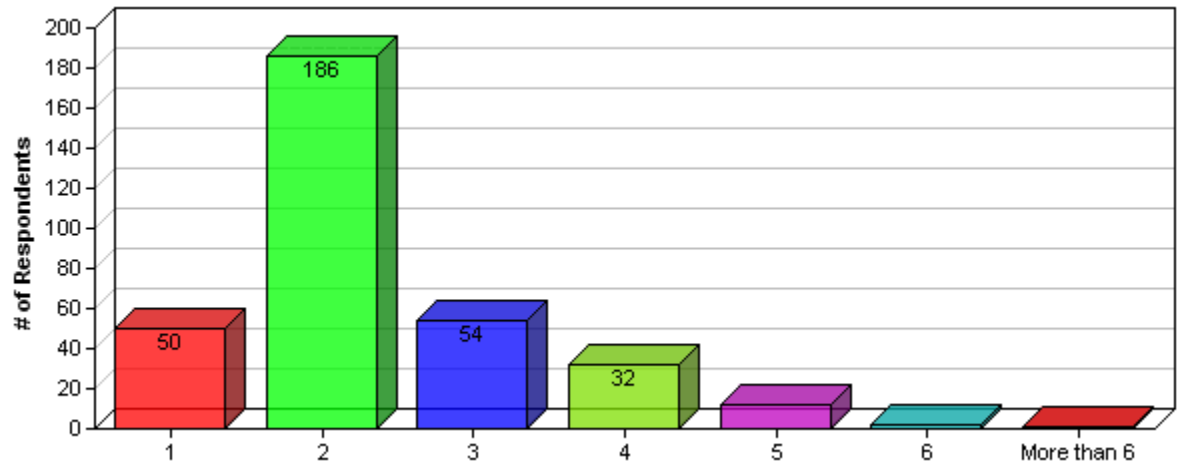


Comments

- **All respondents**
 - Village of Phelps (13)
 - Not sure which ward, live on Beals St. (1)
 - Geneva, NY - but I bike a lot in Canandaigua!! Such a beautiful town! (13)
 - Rochester (13)

Question 2: How many adults (over 18 years old) reside in the household?

1. 1	2. 2	3. 3	4. 4	5. 5	6. 6	7. More than 6	Mean	Std Dev
50 14.8%	186 55.2%	54 16%	32 9.5%	12 3.6%	2 .6%	1 .3%	2.3	1.03

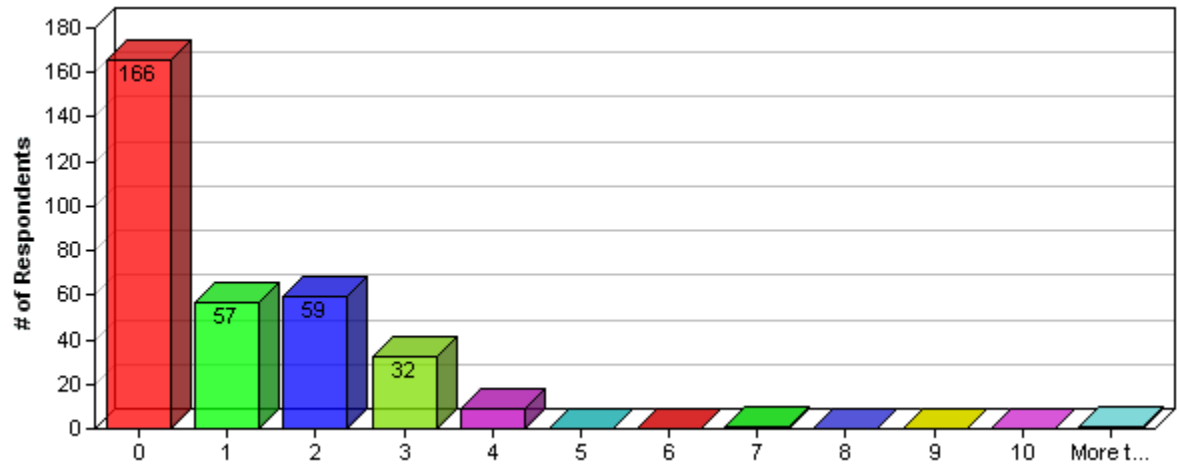


Comments

- **All respondents**
 - 34563468rt7890-68 (7)

Question 3: How many children (under 18 years old) reside in the household?

1. 0	2. 1	3. 2	4. 3	5. 4	6. 5	7. 6	8. 7	9. 8	10. 9	11. 10	12. More than 10	Mean	Std Dev
166	57	59	32	9	0	0	1	0	0	0	1	2	1.33
51.1%	17.5%	18.2%	9.8%	2.8%	0%	0%	.3%	0%	0%	0%	.3%		

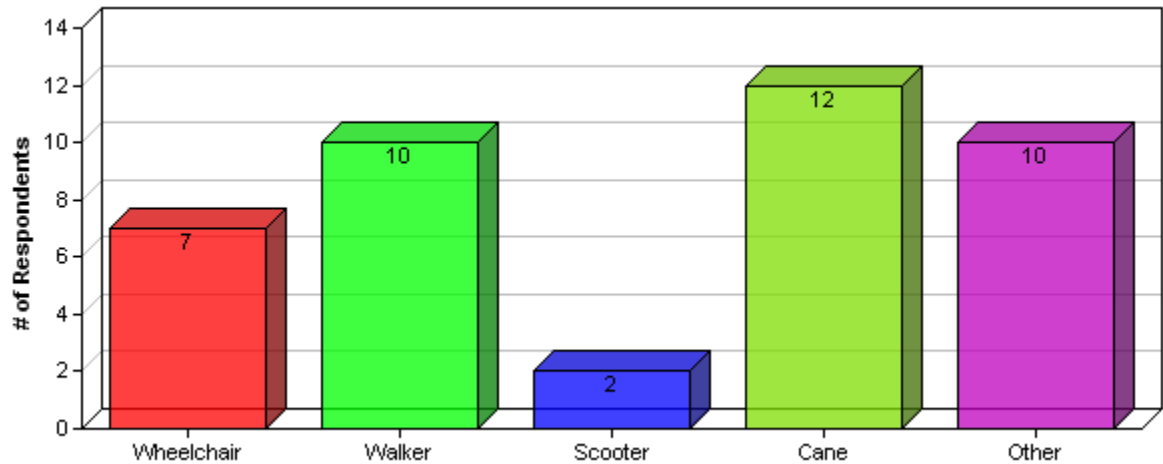


Comments

- **All respondents**
 - none (0)

Question 4: Does anyone in the household use a: (please check all that apply)

1. Wheelchair	2. Walker	3. Scooter	4. Cane	5. Other	Mean	Std Dev
7 17.1%	10 24.4%	2 4.9%	12 29.3%	10 24.4%	0	0

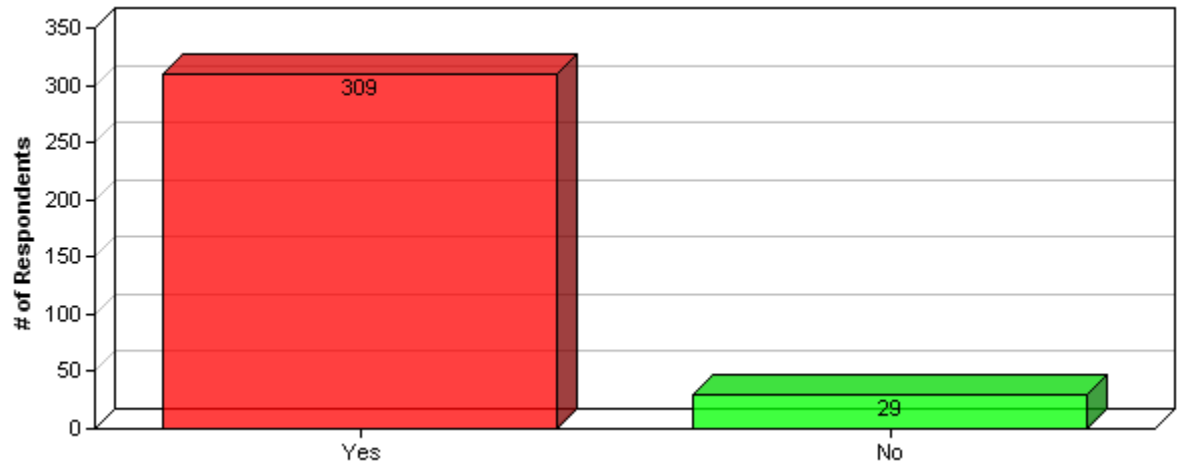


Comments

- **All respondents**
 - none ()
 - My late husband was blind and could not walk anywhere from our home safely because there are no sidewalks up Arsenal Hill. ()
 - stroller ()
 - Im make my grandson walk me ()
 - Bike ()

Question 5: Do adults in the household exercise outdoors on a regular basis?

1. Yes	2. No	Mean	Std Dev
309 91.4%	29 8.6%	1.1	0.28

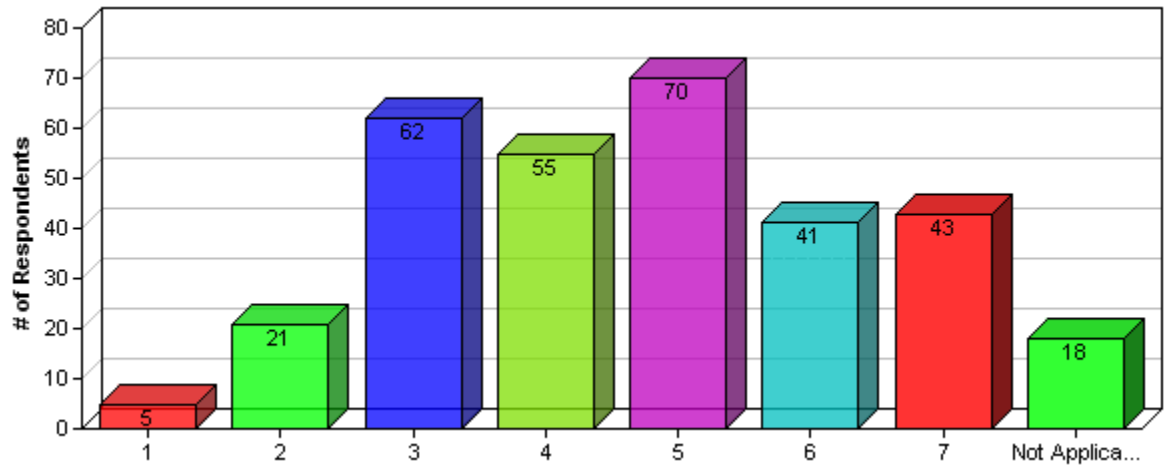


Comments

- **All respondents**
 - Weather Permitting (1)

Question 6: If you answered "yes" to previous question; how many days per week?

1. 1	2. 2	3. 3	4. 4	5. 5	6. 6	7. 7	8. Not Applicable	Mean	Std Dev
5 1.6%	21 6.7%	62 19.7%	55 17.5%	70 22.2%	41 13%	43 13.7%	18 5.7%	4.7	1.72



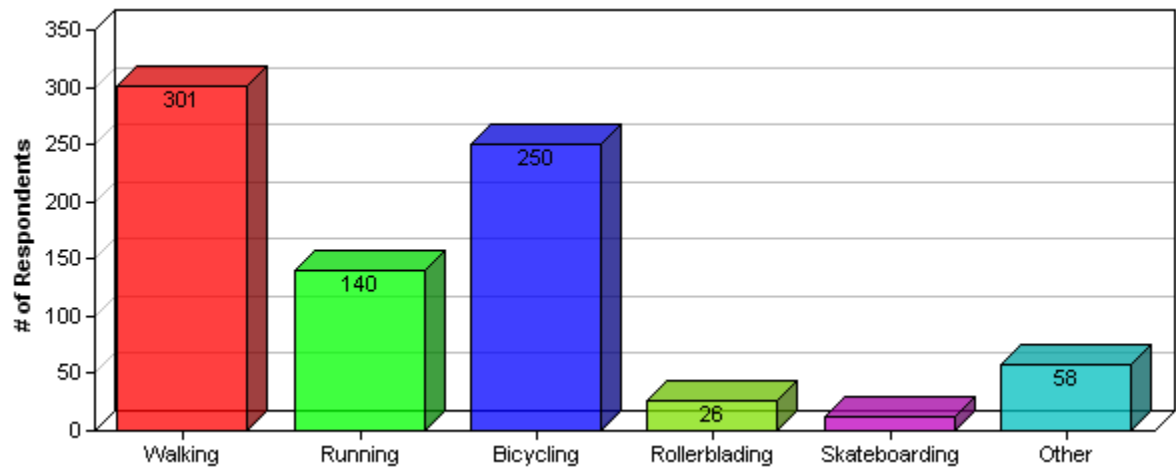
Comments

- **All respondents**
 - I walk or bike on weekdays; on weekends, there are outdoor chores such as lawnmowing. (5)
 - Depends on the weather! (7)

Notes:

Question 7: What type of outdoor exercise do adults engage in? (please check all that apply)

1. Walking	2. Running	3. Bicycling	4. Rollerblading	5. Skateboarding	6. Other	Mean	Std Dev
301 38.2%	140 17.8%	250 31.7%	26 3.3%	13 1.6%	58 7.4%	0	0



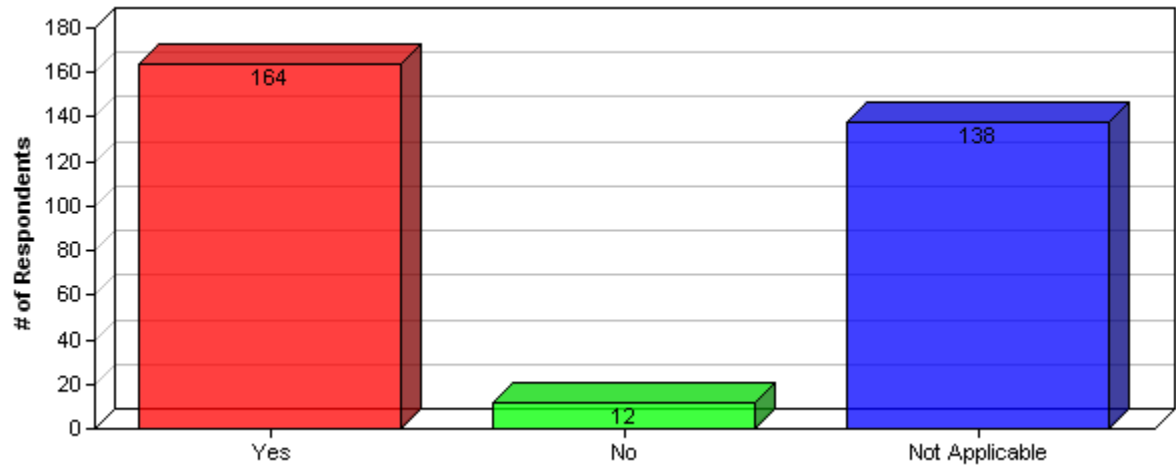
Comments

- **All respondents**
 - Kayaking as well ()
 - Swimming ()
 - Gardening ()
 - Stroller ()
 - YMCA machines, aerobics and swimming ()
 - sailing ()
 - Swimming ()
 - skiing ()
 - kayaking ()
 - swim ()
 - swim ()

Notes:

Question 8: Do household children exercise outdoors (non-organized activity) regularly?

1. Yes	2. No	3. Not Applicable	Mean	Std Dev
164 52.2%	12 3.8%	138 43.9%	1.9	0.98



Comments

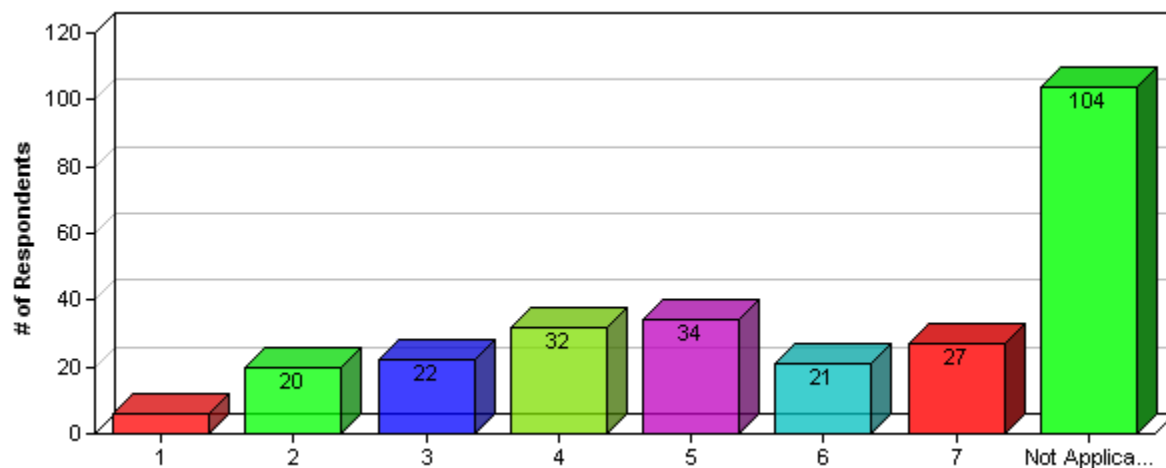
- **All respondents**
 - Our daughter will be exercising regularly outside when she gets older (3)

Notes:

Question 9: If you answered "yes" to the previous question, how many days?

1	2	3	4	5	6	7	8	Not Applicable	Mean	Std Dev
1	2	3	4	5	6	7	8			

6	20	22	32	34	21	27	104		5.9	2.19
2.3%	7.5%	8.3%	12%	12.8%	7.9%	10.2%	39.1%			



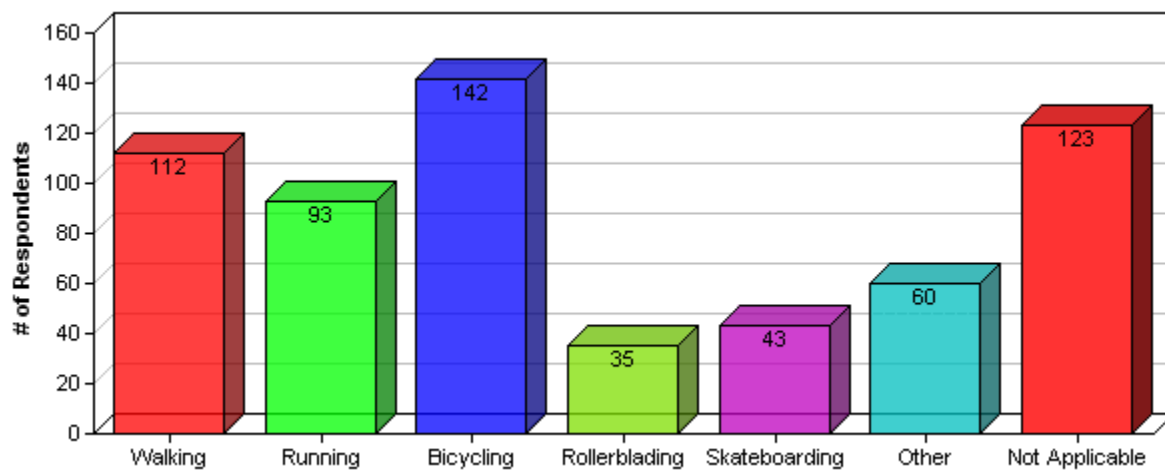
Comments

- **All respondents**
 - Depends on the weather. (7)

Notes:

Question 10: What type of outdoor exercise (non-organized) do the children engage in?
(please check all that apply)

1. Walking	2. Running	3. Bicycling	4. Rollerblading	5. Skateboarding	6. Other	7. Not Applicable	Mean	Std Dev
112 18.4%	93 15.3%	142 23.4%	35 5.8%	43 7.1%	60 9.9%	123 20.2%	0	0



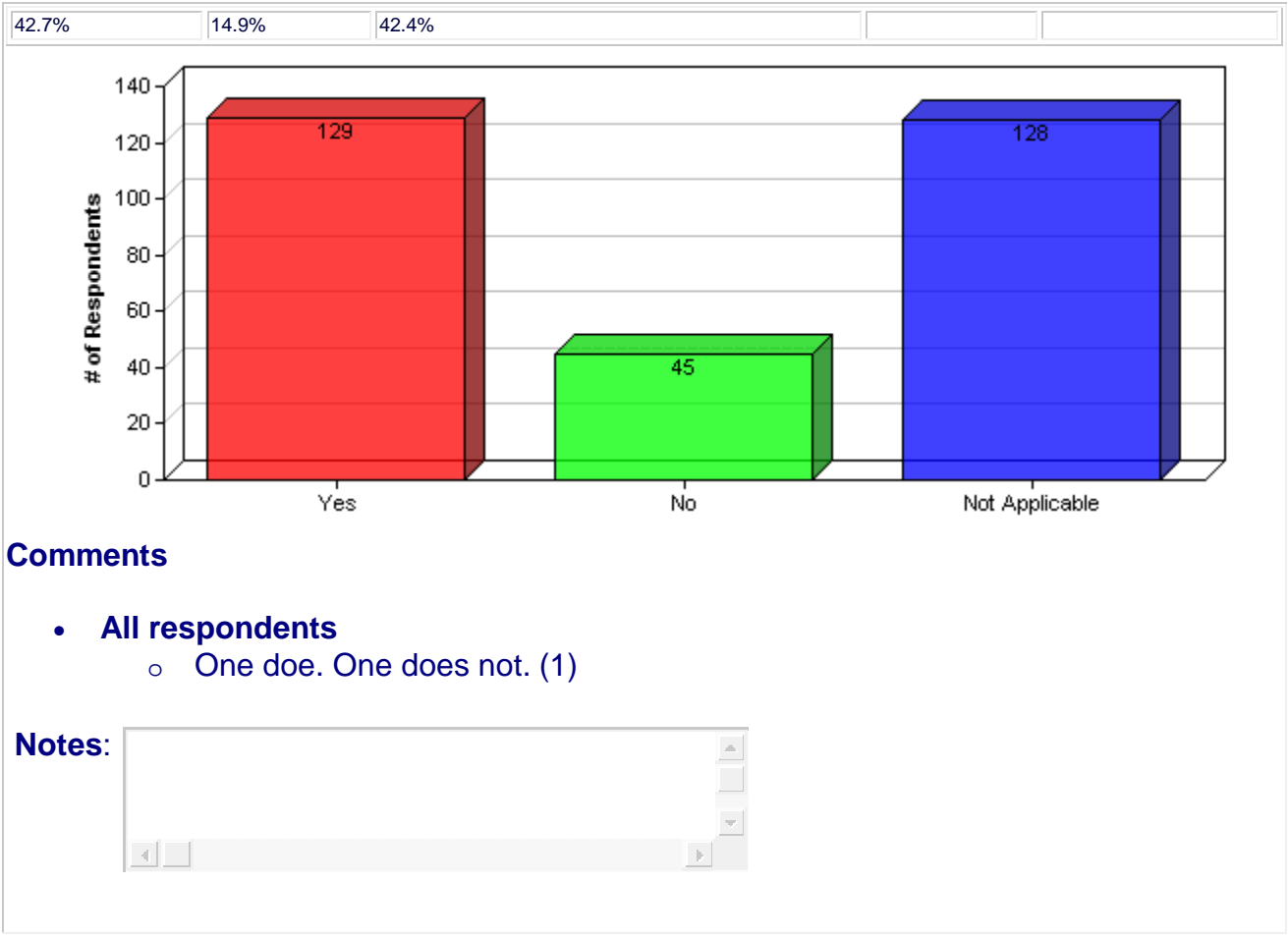
Comments

- **All respondents**
 - basketball, playground play ()
 - scootering ()
 - rip sticking ()
 - playgrounds ()

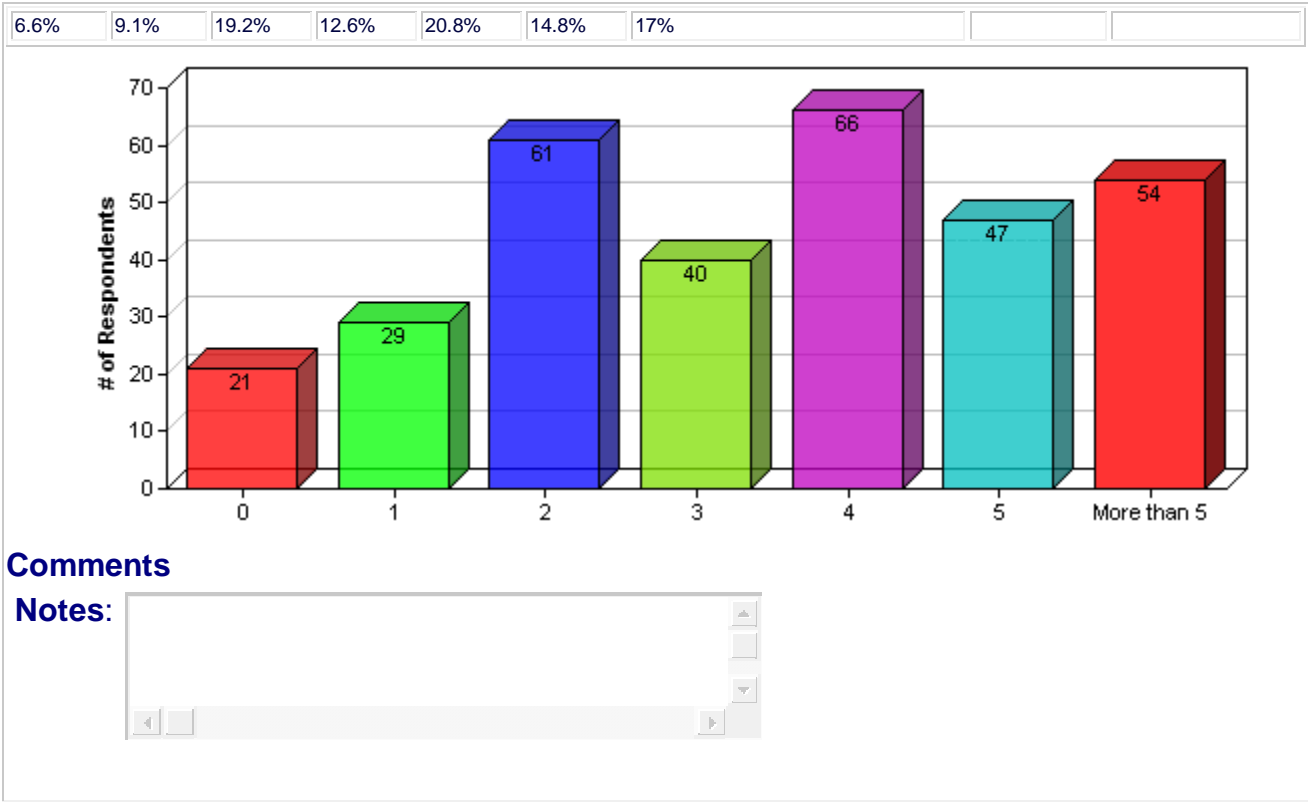
Notes:

Question 11: Do the children in the household play an organized sport on a regular basis?

1. Yes	2. No	3. Not Applicable	Mean	Std Dev
120	15	128	2	0.02



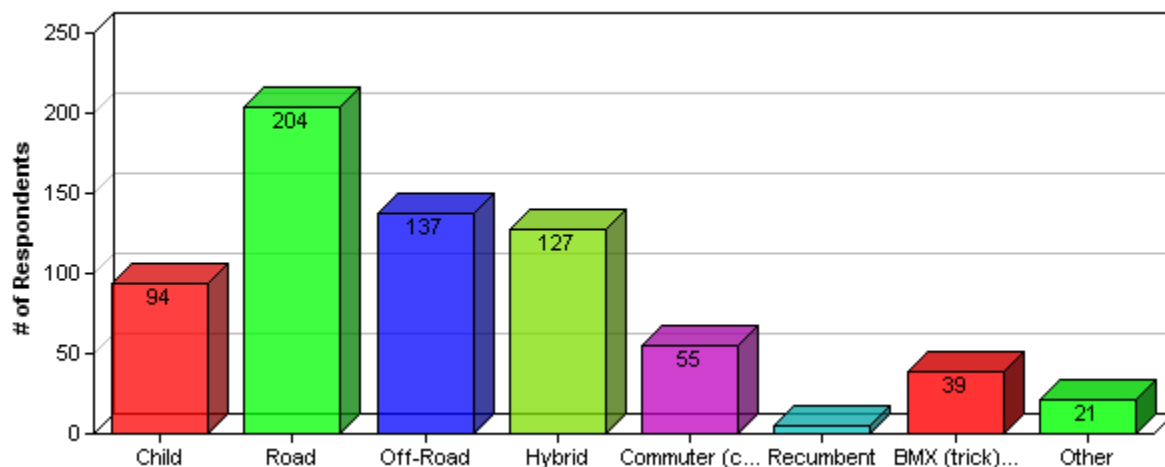
Question 12: What is the number of bicycles that the household owns?								
1 0	2 1	3 2	4 3	5 4	6 5	7 More than 5	Mean	Std Dev
21	20	61	10	66	17	51	1.1	1.82



Question 13: What types of bicycles does the household own? (please check all that apply)

1.	2.	3. Off-	4.	5. Commuter	6.	7. BMX	8.	Mean	Std
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Child	Road	Road	Hybrid	(city) Bike	Recumbent	(trick) Bike	Other		Dev
94 13.8%	204 29.9%	137 20.1%	127 18.6%	55 8.1%	5 .7%	39 5.7%	21 3.1%	0	0



Comments

- **All respondents**

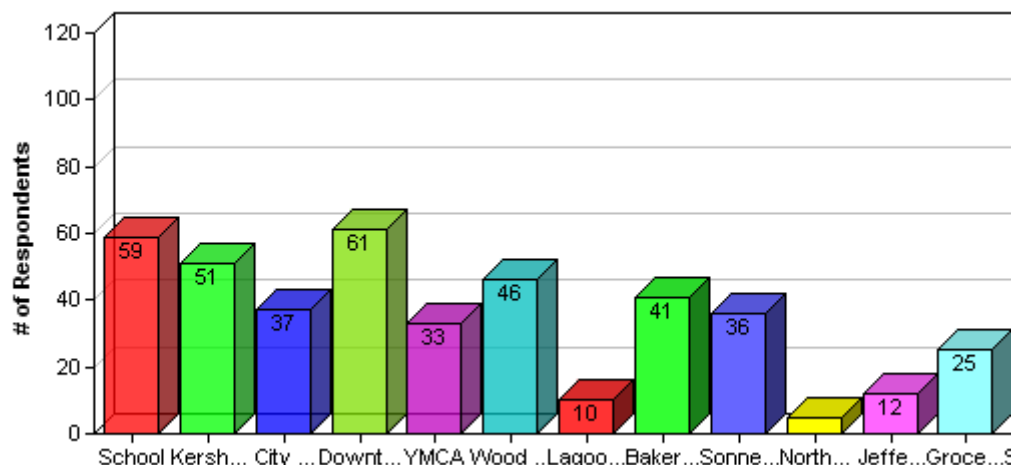
- Mountain ()
- Coaster bike, plain old 60 - 70's bike ()
- Tandum ()
- Three wheeler ()

Notes:

Question 14: Do(es) your child(ren) walk or bicycle to any of the following venues during the week

1. School	2. Kershaw	3. City	4. Downtown	5. YMCA	6. Wood	7. Lagoon	8. Baker	9. Sonnenberg	10. NorthEast	11. Jefferson
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	Park	Pier			Library	Park	Park	Park		Park	Park
59 10.8%	51 9.3%	37 6.8%	61 11.1%	33 6%	46 8.4%	10 1.8%	41 7.5%	36 6.6%	5 .9%	12 2.2%	



Comments

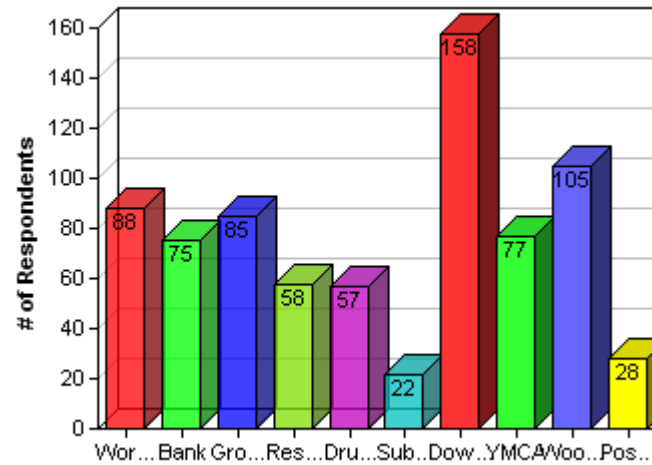
- **All respondents**

- My kids bike to the Cheshire Store - we are pretty far away from the City for regular b fully support making those accessible for youth and adults who live closer to them! ()
- Our daughter will be riding her bike throughout the City when she gets older ()
- church ()
- they ride for pleasure on our farm and Ontario Pathways ()

Notes:

Question 15: Does anyone in the household walk or bike to any of the following venues during a w

1. Workplace	2. Bank	3. Grocery Store	4. Restaurant	5. Drug/Convenience Store	6. Sub Shop	7. Downtown	8. YMCA	9. Wood Library	10. Post Office	
88 7.1%	75 6%	85 6.8%	58 4.7%	57 4.6%	22 1.8%	158 12.7%	77 6.2%	105 8.4%	28 2.3%	4 3%



Comments

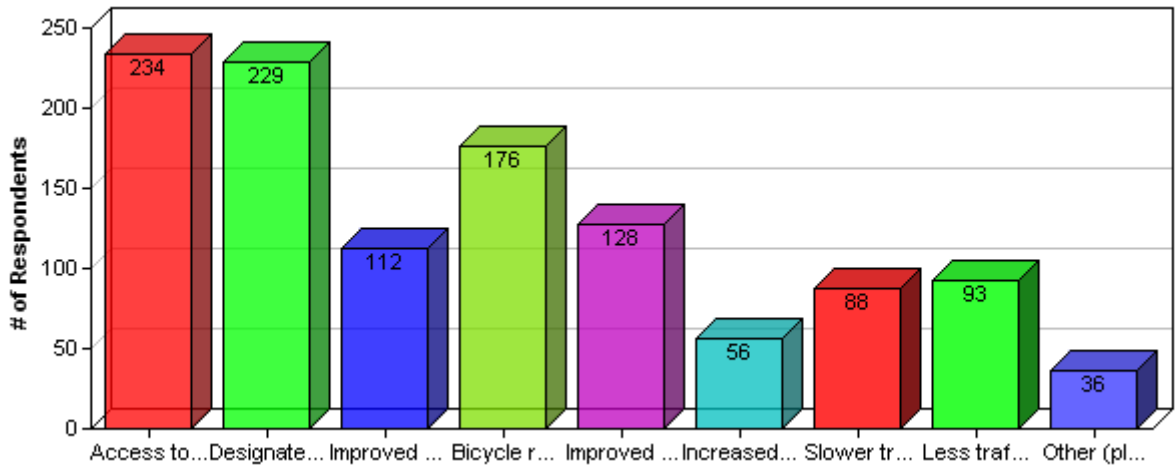
- **All respondents**

- no ()
- We live 5.2 miles south of the city and those venues - but I support trails to them. A b into the City of Canandaigua more often. ()
- live in Naples & waiting for bike riding weather ()
- I walk a 3-to-4 mile circular route (home to home) each week day, no particular destination. ()
- Church ()
- Church ()

Notes:

Question 16: Which of the following factors would encourage you to walk or bicycle for local errands or exercise? (Please check all that apply. Optional: you may rank them by clicking on the pencil icon and listing them in your preferred order.)

1. Access to off- road pathways	2. Designated on-road bike lanes	3. Improved crosswalks	4. Bicycle racks at selected destination points	5. Improved sidewalk surfaces	6. Increased police visibility	7. Slower traffic speeds	8. Less traffic	9. Other (please add your comments)	Mean
234 20.3%	229 19.9%	112 9.7%	176 15.3%	128 11.1%	56 4.9%	88 7.6%	93 8.1%	36 3.1%	0



Comments

• All respondents

- Safer crossing over rts. 5/20 to get from Main St to Lakefront ()
- 1- access to off-road pathways because drivers fail to appropriately share the road with bicyclists 2 - Designated on-road bike lanes 3- increased police visibility 4 - improved crosswalks ()
- Education of local motorists re safely driving around bicyclists - they don't have a clue often nearly kill me trying to "out-polite" each other. ()
- allow bike riding on sidewalks on main st. ()
- 1 ()
- #1- Access to off-road pathways ()
- drivers need to be reminded of bike laws and rights ()
- 1. Slower traffic speeds. Current speed limits are not enforced in any meaningful way especially along Main Street (both North and South) 2. Increased police visibility 3. Improved crosswalks -- crossing Main Street is truly a life-or-death proposition for pedestrians, and for drivers who wish to stop, due to the excessive speed of traffic. 4. Removal of obstacles on existing sidewalks -- low-hanging branches, encroaching shrubs and hedges, lack of shoveling by able-bodied people, narrow sidewalks due to encroachment of grass edges, and cars parked across sidewalks. ()
- snow covered sidewalks are an impediment ()
- Pedestrian bridge at 5 & 20 and Main St. junction. ()
- I understand that certain sidewalks will not be cleared of snow by the city - this makes it difficult to walk for exercise and since the city has determined that they will no longer clear certain street, it makes it difficult to cross streets. ()
- 1st: more bike racks ()
- The 30 mph limit on the city streets, namely MAIN ST. must be enforced! IT IS A LAW! A SUGGESTION! Moving forward with a TRUCK ROUTE is an obvious solution for encouraging more peds/bicyclers. Police need to mean business about enforcing speed limits. A tip for you is to review a traffic infraction report with shockingly LOW numbers of speeders ticketed on Main St. ()
- I ride to work at Pactiv. It's scary riding in the road. 1000 people work at Pactiv and the

not a safe way to bike there. ()

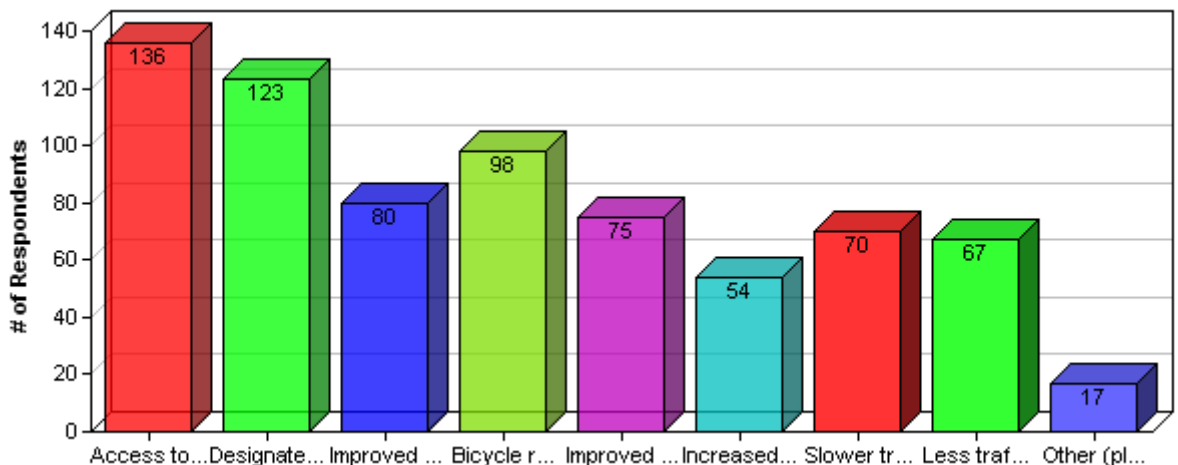
- I would LOVE to walk more frequently to the pier and Kershaw Park but crossing East Ave Blvd is quite a feat!! Traffic presents a GREAT barrier to me to try and cross that street. Would LOVE an underground tunnel to get across that road. Bridge would probably be expensive. ()
- There must be a separation on downtown streets between pedestrians bikes and cars. A designated bike lane should be developed for city travel. Canandaigua should be for thinking, alternative transport is a great step towards sustainability. ()
- Shovel sidewalks in winter - make sure sidewalks by city property and in front of Sonoma are cleared. More crossing sites on North Main St. ()
- sidewalks that are snow and ice free ()
- when I do bike on mainstreet, I know I cannot bike on the sidewalks, but when I bike on the road people honk and have almost run me over on several occasions ()
- sidewalks on West Ave above Baker Drive. Too dangerous to walk that curving hill where cars have not yet slowed from highway speed. ()
- 1. On-road bike lanes, 2. Off-road pathways, 3. Bicycle racks ()
- Particularly important are #1 designated on-road bike lanes and #2 access to off-road pathways ()
- improve Ontario Pathways trail. ()
- I do not need encouragement but off-road pathways access and designated on-road bike lanes would be appreciated. In the warm months, bike lanes might help keep teenagers off the sidewalks (I don't have an argument with younger riders). In the winter, promptly cleared sidewalks are a major help. This past winter's stricter enforcement was plus. ()
- Add sidewalks to streets that don't have them. ()
- Better enforcement of the "stopping for pedestrians at crosswalks." ()
- On-road bike lanes may be a discouraging factor for me ()
- # 1 - Increased Police Visibility and #2 - Bike racks at the destinations! ()
- dog park ()
- Bicycle Lockers ()
- County Rd 46 is extremely busy. A bike lane to Cdga plus one to 5 and 20 combined with lower speed limits would be fabulous. ()
- #1 access to..., #2 Designated on-road..., #3 Bicycle racks... ()
- Snow and ice removal by the city ()
- time-to-yellow countdown clocks as part of the ok-to-walk signal at intersections ()
- More respect from non cyclists on the road. Road Rage. ()
- It is virtually impossible to bike along Lakeshore Drive by Kershaw Park, due to the cars and no shoulders. A bike path or lane is needed here. ()
- I just think that there needs to be an awareness of the number of people that do resort to biking or walking. The awareness of mutual respect of one another for pedestrians/bikers and motorists. ()
- The residential sidewalks are not cleaned well enough and are unsafe much of the winter.
- Better cleared sidewalks during the winter residential sidewalks are not adequately cleared of ice and snow .. The City's policy on snow removal does not seem to work.
- Bicycles by law should be on streets, who cares the condition of sidewalks ()
- sidewalk snow removal ()

- off-road paths paved not gravel ()

Notes:

Question 17: Which of the following factors would encourage your children to walk or bicycle to school, for exercise or to do local errands? (Please check all that apply. Optional: you may rank them by clicking on the pencil icon and listing them in your preferred order.)

1. Access to off- road pathways	2. Designated on-road bike lanes	3. Improved crosswalks	4. Bicycle racks at selected destination points	5. Improved sidewalk surfaces	6. Increased police visibility	7. Slower traffic speeds	8. Less traffic	9. Other (please add your comments)	Mean
136 18.9%	123 17.1%	80 11.1%	98 13.6%	75 10.4%	54 7.5%	70 9.7%	67 9.3%	17 2.4%	0



Comments

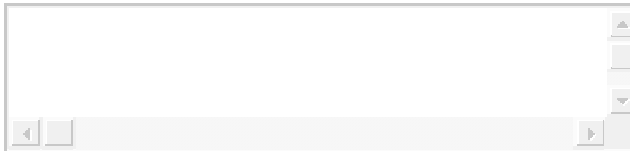
- **All respondents**

- Safe crossing to Lakeshore Drive over 5/20 ()
- sidewalks on roads that dont have any sidewalks ()
- no trucks and/or bikes allowed on sidewalks. ()
- See comments for question 17. ()
- Ped - Bike Bridge over 5 & 20 from Main street to get to the lakefront. This could be a

"gateway" to Canandaigua. ()

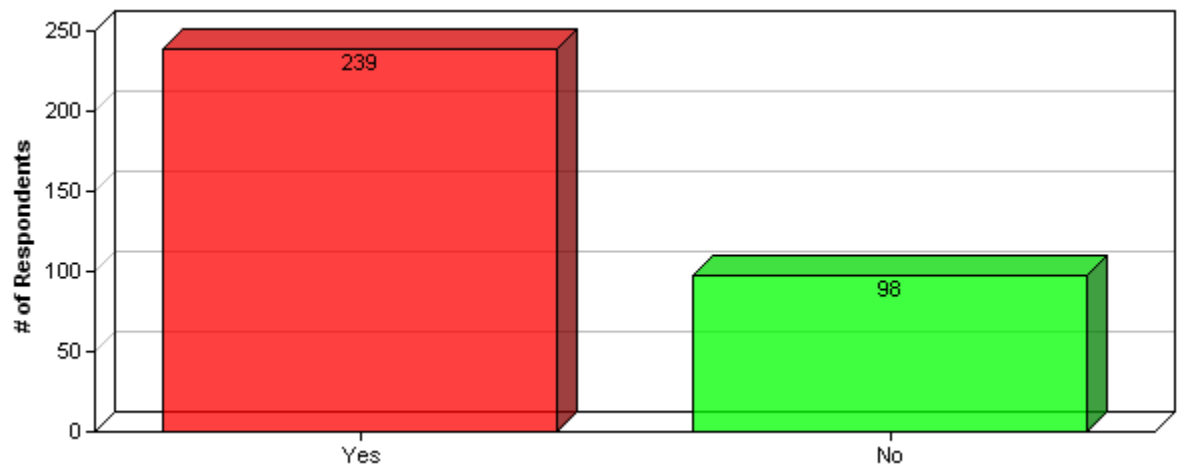
- More off-raod pathways would be great for kids! ()
- Sidewalks on both sides of Pearl St. ()
- Not applicable. Children now adults but bike lanes and bike racks might have helped.
- penis ()
- I am greatly concerned about the increase in traffic and the speed with which it travel North Bloomfield Road between North Road and Buffalo Street Extension. If amoutr traffic and rate of speed were improved, I would feel much more comfortable allowing child to walk, ride bikes or skate to the park, school or other areas around town ()

Notes:



Question 18: As a pedestrian, have you experienced interference by a motor vehicle driver?

1. Yes	2. No	Mean	Std Dev
239 70.9%	98 29.1%	1.3	0.45

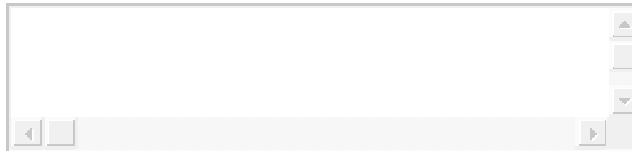


Comments

- **All respondents**
 - Some do not move over at all on East Lake or Middle Road. Most do however. (1)
 - Also by motor vehicle "parkers." There is a growing problem with cars parked across sidewalks and in the aprons in the city rights-of-way. (1)
 - I think motorists are quite courteous ... I think the wide, multi-lane roads and busy intersections make it hard, and just not that pleasant to cross roads as a pedestrian and bicyclist - but especially as a pedestrian. (2)
 - cars turning left on red, w/o looking; cars tath stop on top of the cross-walk (1)
 - in general the crosswalks need to be more visable and laid out better (crossings at intersections only with traffic lights) I also think more consistency with traffic light patterns would be beneficial (ie. the light near Ranks and at Pearl and Parrish streets) (1)
 - When I was 15 or 16 years old, I was riding my bike to the bank, along the lake side, I stopped and let a driver pass, and she stopped, then rear-ended. (fortunately noone was harmed) I arrived at the bank, a guy pulled up in a cream colored vehicle, he called me all sorts of names stating that the accident was all my fault. (1)
 - Motorists not paying attention at cross walks, all the time. (1)

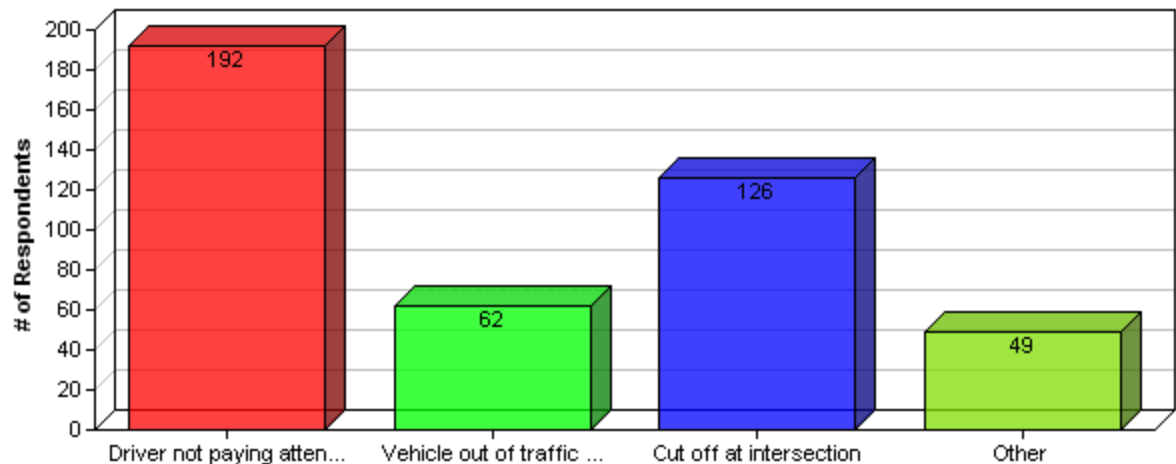
- Drivers often do not notice pedestrians in cross walks as they turn onto Main Street. (1)

Notes:



Question 19: If yes to previous question, what type of problem? (please list all that apply)

1. Driver not paying attention	2. Vehicle out of traffic lane	3. Cut off at intersection	4. Other	Mean	Std Dev
192 44.8%	62 14.5%	126 29.4%	49 11.4%	0	0



Comments

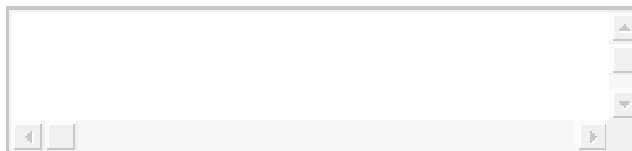
- **All respondents**

- At the bypass, motorists don't expect a bicycle... and cut me off. ()
- I was hit in a crosswalk. the driver ran a stop sign. ()
- Driver not following pedestrian crossing laws ()
- Failure to acknowledge pedestrian laws regarding crosswalks ()
- drivers going through the red light ()
- They don't even slow down for crosswalks ()
- traveling so fast not be able to stop for me in the crosswalk and/or drivers who have no intention of stopping for walkers at any speed!!! ()
- As a cyclist I have been yelled at, cut off and told to ride on the sidewalk--- which I shouldn't! ()
- Drivers completely ignoring crosswalks, using cell phones, and driving too fast. ()
- Start cracking down on people talking on cell phones. When entering a crosswalk area, enforce the fact of all motor vehicle drivers stopping BEHIND the line. Think of the areas where you have "right on red". Remember the saying "Give them an inch and they will take a mile". Most drivers take the mile. ()
- driver on cell phone ()
- cars not stopping at crosswalks near Lagoon Park ()
- Cars crowding the back of the bike at intersection, crowding you into shoulders, wanting to pass on Lake Shore Dr. where the curb is high and not much room in lane (need to make speed limit 15 mph). Opening car door into

you. ()

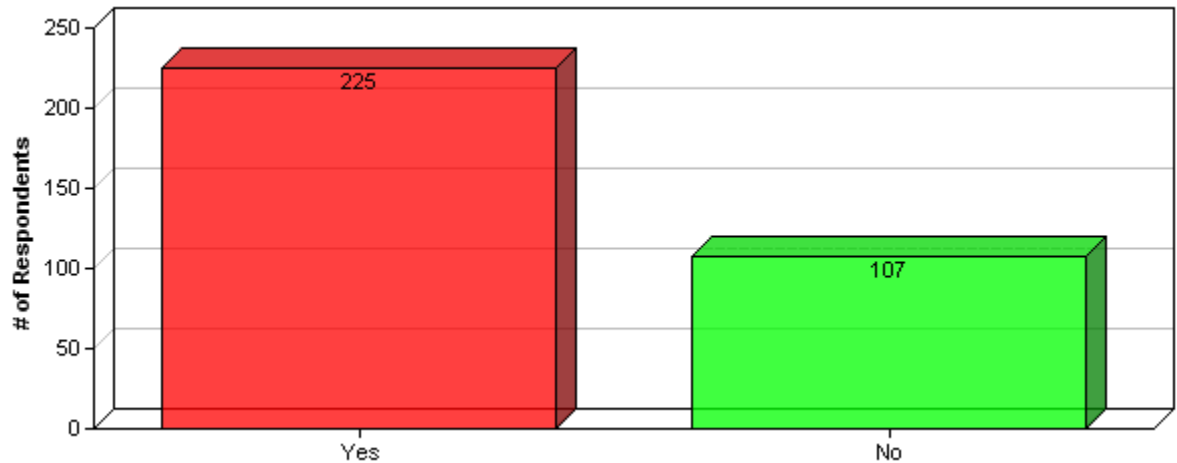
- North Main crosswalks are dangerous. Need bumpouts. ()
- Pedestrian law in Canandaigua. ()
- Drivers on on the cell phone not paying attention to walkers. ()
- Cars are not always stopping at the designated pedestrian crossings - a sign for pedestrians not to proceed until they are sure all cars are stopped ()
- I have been hit two times while riding on city Streets. Bicycling on City St. is much too dangerous. The only place I will ride my bike is on the sidewalk or on the Ont. Pathways trail. ()
- figured she could "beat" me, or avoid me in other lane. ()
- Drivers on cell phone. ()
- As a walker/cyclist for more than 40 years, I've probably experienced nearly every kind of interference including thrown objects and being deliberately forced off the road. ()
- cars turning left on red, w/o looking; cars tath stop on top of the cross-walk ()
- Rude Behavior, Close Calls ()
- Sidewalk users shouldn't have to be as concerned about the high level of driver's disregard for pedestrian traffic. ()
- 98% of vehicles don't come to complete stops at stop signs, they certainly don't stop behind the sidewalk where the sign is located and they never look both way and both sides of streets. I have a conflict almost every time I run or bike and I try to avoid them because I'm likely to lose the interaction. ()
- Motorist not yielding the right of way to pedestrians ()
- Yelling from drivers to get off the road. ()
- I was struck by a driver while I was in the cross walk and I was injured. ()
- driver played chicken ()
- How do you ride a bicycle on Lakeshore. The road is not wide enough. ()
- turned right on red w/o stop for crosswalk ()
- excessive speed ()
- Parked car door opened. ()
- pushed me to curb when turning right. ()

Notes:



Question 20: As a motor vehicle driver, have you experienced interference by a walker or cyclist?

1. Yes	2. No	Mean	Std Dev
225 67.8%	107 32.2%	1.3	0.47



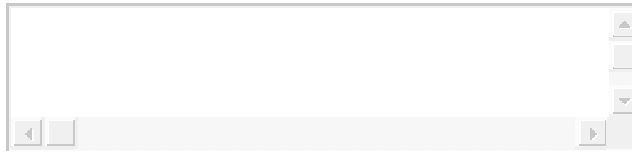
Comments

- **All respondents**

- Pedestrians NOT crossing even if they are at the pedestrian crossing median when I stop for them to cross. (1)
- Kids running out into traffic (1)
- not using crosswalks (1)
- I hate when they do not obey traffic laws and/or will not use the crosswalks. It makes it harder for those of us who do...drivers get angry. (1)
- People not crossing at marked crosswalks. (1)
- Not so much the bicyclists ... who have been alert ... sometimes they ride two abreast and are in the traffic lane. Pedestrians used to just jaywalk in Main St., but that has diminished with the many, well-made crosswalks. The crosswalks on Main St. remain hazardous because it is just plain hard to see pedestrians when there are cars and trucks in both lanes heading up or down Main St. (1)
- Not knowing the rules of the road. (1)
- Sometimes someone on a bike weaves into car lane, not safe for either. They need their own lane. (1)
- walkers and joggers that use the road rather than a sidewalk and dare you to hit them (1)
- sometimes walkers are not using the designated areas to cross (1)
- I am willing to give right of way, but they need to be aware & cautious of vehicles & not assume that the driver sees them. (1)
- Main Street is a chronic problem. I have lived in many cities in the USA and abroad and I have never experienced such poorly marked and haphazardly arranged crosswalks as we have here. In all of my other experiences, crosswalks are ONLY at clearly marked intersections and generally are regulated to coincide with the traffic light patterns. Main Street remains incredibly dangerous as peds continue to cross between cars and many of the actual cross walks are not aligned with a clearly marked intersection (1)
- The bridge in front of Hess - only room for a single bike. (1)

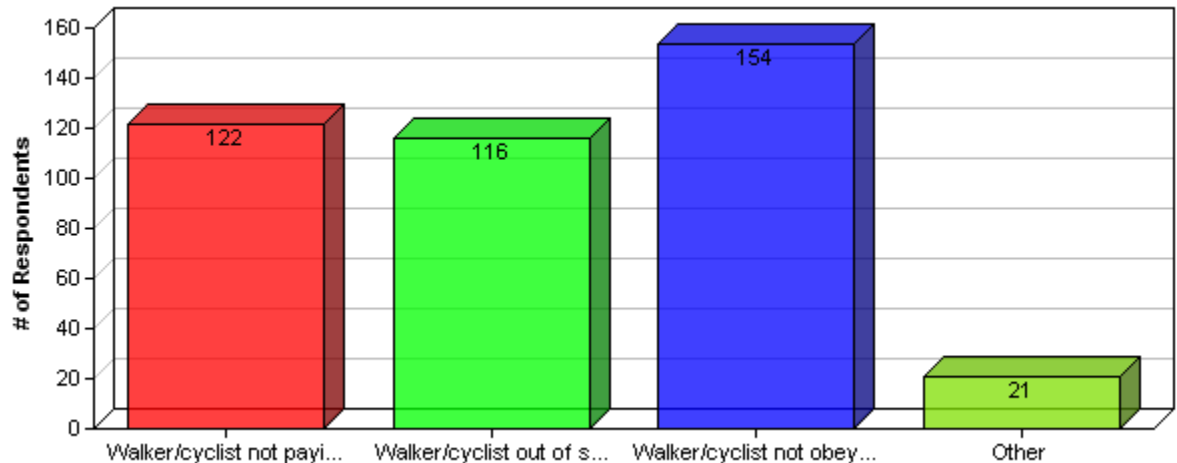
- Cyclists do not always follow the rules, riding too many side-by-side. (1)
- They pop out of no where! Mostly bikes (1)

Notes:



Question 21: If yes to previous question, what type of interference? (please list all that apply)

1. Walker/cyclist not paying attention	2. Walker/cyclist out of sidewalk or bike lane	3. Walker/cyclist not obeying traffic laws	4. Other	Mean	Std Dev
122 29.5%	116 28.1%	154 37.3%	21 5.1%	0	0



Comments

• All respondents

- not walking in crosswalks ()
- No sidewalks in my neighborhood. ()
- crosswalkers in downtown area ()
- cyclists riding side by side in road ()
- Cyclist was in road due to lack of bike lane on shoulder ()
- Pedestrian Law in Canandaigua. ()
- When stopped for red light, bikers will go through it if no cars coming. They don't always okay rules of the road. ()
- We, over the years in this area contend with quite a few bikers and they tend to own the road. Many times they do not give the vehicle the room it needs when there is an oncoming vehicle, many times ride in twos which our roads are not wide enough for. Also, when we are in Canandaigua or other towns etc., there are more times than not that they do NOT stop for a stop sign. The driver has to be xtra cautious as we never know what to expect. ()
- As a driver, my only complaint about bikers is that they often bike side by side making it difficult and dangerous to be stuck behind them and to pass them. ()
- talking on cell phone or listening to music ()
- jaywalkers; walkers crossing when I have a green light; teens walking in the middle of the road ()
- please refer to concerns in previous question ()
- Cyclists should almost never be on a sidewalk. It's dangerous to interact with pedestrians that way and may require the cyclist to enter and exit the roadway many times during a ride which is more dangerous than when a vehicle come up on a cyclist who is and has been maintaining his position within the roadway. ()
- Lack of Lights at night ()
- Cresting a hill to suddenly find a cyclist on my side is unnerving. A designated bike lane would be awesome. ()

- pedestrian jay walking ()

Notes:

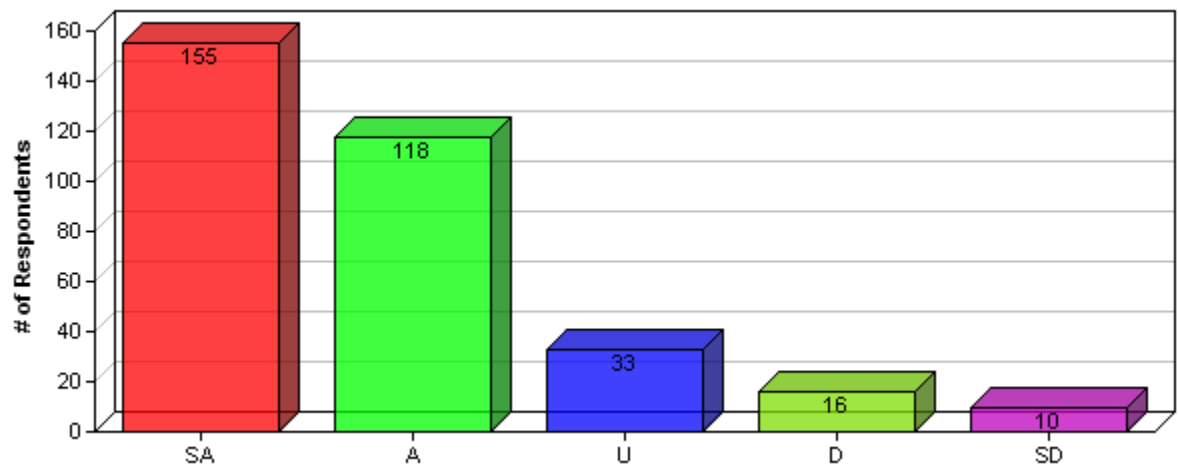
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In the next four "questions", you will be asked to respond to statements. Please check the most appropriate response based on the answer key below:

Question 22: A curriculum segment should be offered in elementary, middle, high school and driver education classes concerning bicycle/pedestrian safety and traffic laws?

1. SA	2. A	3. U	4. D	5. SD	Mean	Std Dev.
155	118	22	16	10	1.8	1

46.7%	35.5%	9.9%	4.8%	3%		
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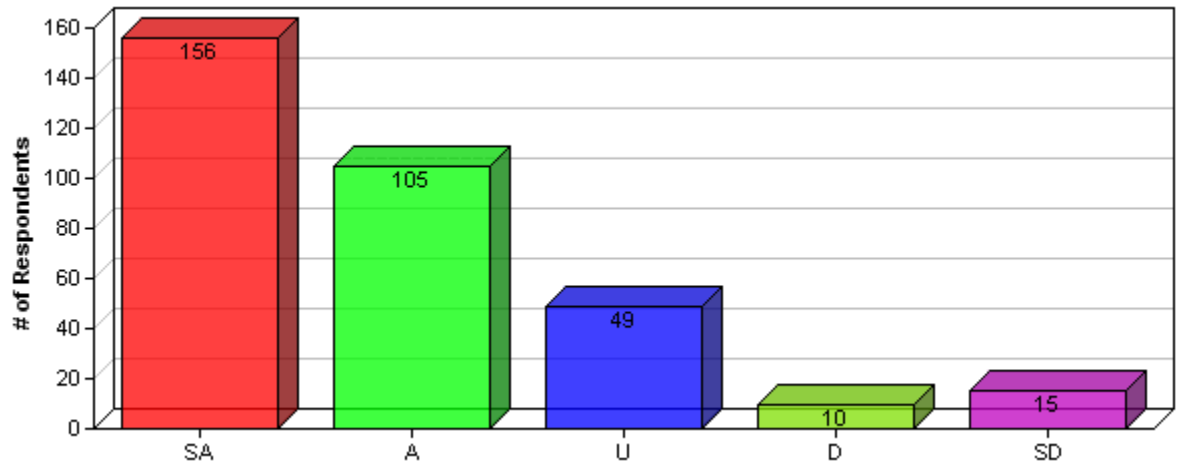


Comments

- **All respondents**
 - I don't know. There's already so much being loaded on the kids at school. However the driver education classes should mention this. (3)
 - I feel this is covered, but should be reviewed for drivers. (2)
 - Isn't it already, though? (1)
 - But let's not take away from important subject areas and content. My kids tell me they have been studying the same material in health classes for years. Perhaps add this content to the health curriculum. (2)
 - I feel the need is greatest in driver education classes. (1)
 - especially driver education (1)
 - As a youth, we had to take our bikes each year to the fire department where they were checked to make sure we had a working light, horn or bell, lock, and everything in working order. Then we were issued a "license plate" we attached to our bike (below the seat). Now, I frequently see bicycles with no lights at night, etc. Very dangerous. (2)
 - It is (0)

Question 23: City Council should designate a portion of the new sub-division recreation fee (\$1,000 per unit) for the improvement and/or construction of off-road multi-use pathways?

1. SA	2. A	3. U	4. D	5. SD	Mean	Std Dev
156 46.6%	105 31.3%	49 14.6%	10 3%	15 4.5%	1.9	1.06



Comments

• All respondents

- We absolutely do not need off-road pathways! I specifically chose to live in Canandaigua because I wanted a neighborhood with sidewalks for mobility and recreation. The 80+ miles of sidewalks in the city are very sufficient for any reason, and they actually provide access to the Ontario County Pathways, Baker Park, and other trails. The only money we need to spend is on traffic enforcement (speed and crosswalks), code enforcement (shoveling and parking across sidewalks), and tree trimming to keep the branches and hedges off the sidewalks. (5)
- I consider Canandaigua pedestrian friendly, but not bike friendly - particularly Main St. Crossing Main as a pedestrian not at a crosswalk w/ a signal is NOT safe. Too many drivers not paying attention/not seeing pedestrians. (1)
- I feel that the Fed. gov. should allow cities some sort of "grant" to improve safety, etc. also to improve people's health. (3)
- Good idea. (1)
- The new sub-division recreation fee should be recinded based on the difficult economic state of the economy (5)
- MUPs should augment sidewalks, not substitute for them in subdivisions. (4)
- slippery slope. It'd be better to use the existing road infrastructure and make it cyclist-friendly, adding off-road pathways only where shortcuts make sense. (3)

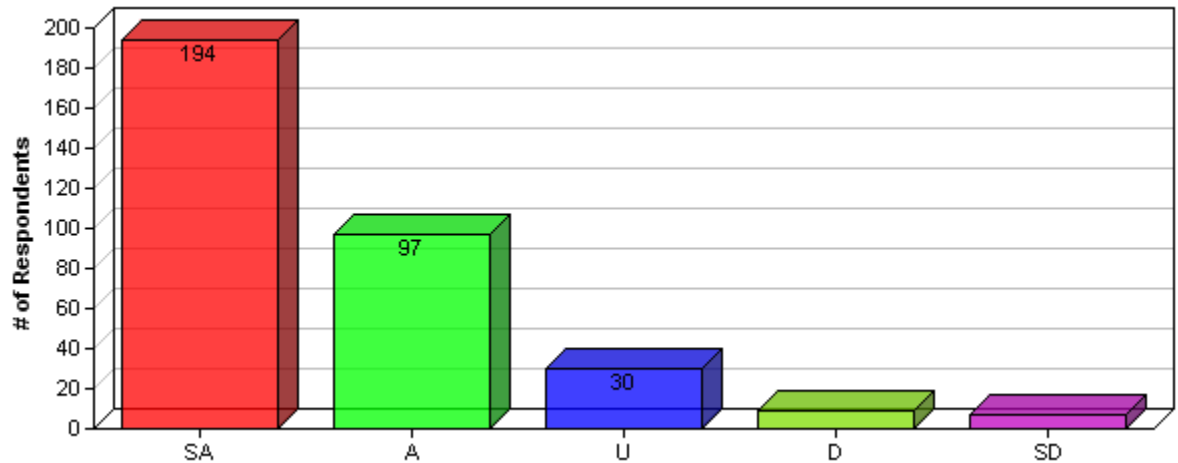
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Notes:

[Hide item](#)

Question 24: Off-road multi-use pathways would improve the quality of life for Canandaigua residents?						
1. SA	2. A	3. U	4. D	5. SD	Mean	Std Dev
194 57.6%	97 28.8%	30 8.9%	9 2.7%	7 2.1%	1.6	0.91



Comments

- **All respondents**

- This would simply be an extra expense. Keep our current sidewalks clear and usable by enforcing our existing common-sense codes and laws! (5)
- I would be concerned about how they would be used during night hours. Would they be patrolled? (3)
- Make sure that if someone were to become sick or injured that they would be able to get help quickly. Make sure paths are patrolled by police or volunteer group. (3)
- Without a doubt. It is so much more appealing to bike/walk in areas not shared with motorists. It's a great way to encourage good health and a wonderful way to knit community together, socially and physically. Let's do it! (1)
- If off-road pathways, means developing the current Ontario Pathways, I don't think it would enhance quality of life for many. We have a gorgeous lakefront and the appeal should be centered around that, of course! Perhaps marking a 10 or 20 mile trek along the lake and building a pavilion for meeting/picnicing, etc. would be more attractive... and affordable! (3)

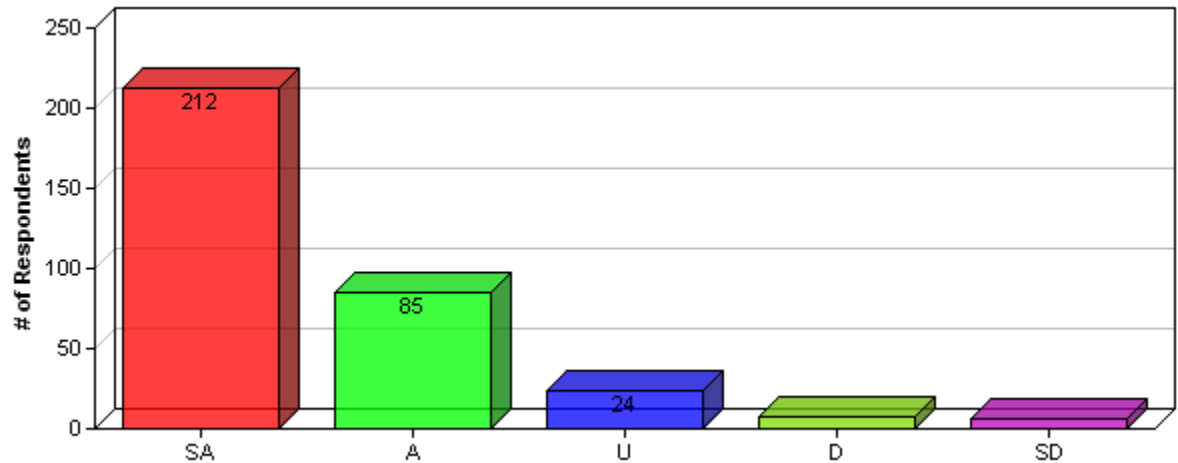
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Notes:

[Hide item](#)

Question 25: Making the City of Canandaigua pedestrian/bicycle friendly would improve the visitors/tourist experience and encourage their return.

1. SA	2. A	3. U	4. D	5. SD	Mean	Std Dev
212 63.3%	85 25.4%	24 7.2%	8 2.4%	6 1.8%	1.5	0.87



Comments

- **All respondents**

- I don't think most tourists bring their bikes. Bike rentals with bike friendly would encourage their return though. (2)
- If I were a person from another area, I would look for beauty, well-maintained areas, enough room for walking and biking. Post rules and regulations. Have safe standing areas for rest and bird watching. Let users know we care about them through signs - "We care Here! That's why we are the chosen spot". (3)
- When people talk about towns they love, and they think offer a lot, they typically have great pedestrian walkways. They are great to visit. Our region is pretty far behind the 8-ball on this one. (1)
- When I travel to other cities, I enjoy the visit much more & feel more relaxed & welcome in areas that are pedestrian friendly (1)
- Bikes are here to stay and not accommodating them would be short sighted. Planning for them allows safer interactions. (1)

Notes:

[Hide item](#)

Question 26: In your opinion, what are the two most important things that the City could do to make it "Bicycle/Pedestrian Friendly"? (click in text box to type your response)

- **All respondents**

- better crosswalks and areas (lanes) for bikes. It's not really safe to ride in the road, and not safe for those walking if bikers ride on the sidewalk

- Bicycle only lanes
- Having paths that are easily accessible - NOT as part of the roadways.
- Make off-road wide bike paths to be used by walkers, roller bladers, and bicylists.
- Plow and maintain sidewalks.
- designate bike paths
- Make sure that the laws regarding crosswalks are properly understood by motor vehicle drivers, as, currently, I do not think they are. It needs to be emphasized that motor vehicles should NOT stop at a crosswalk if the person is only at the side of the crosswalk, waiting to cross. If a driver does this, the person begins to walk, but the driver in the adjacent lane (using main street as an example) does not stop, this endangers the safety of the pedestrian. Motor vehicles should only stop traffic if the person is currently in the middle of the crosswalk in the road, and the driver would hit the person if he does not stop.
- 1) Create a bike lane through downtown. With the parking area and tight car lanes, it is nearly impossible for a biker to safely travel through downtown.
- 2) Eliminate the new sidewalk extensions at crosswalks! They have created a hazard that goes directly into the lane where bikers travel. Whoever chose to install them has never ridden a bike down main street.
- I ride a lot and especially anytime I am on or around Main Street or going down to the lake I am taking my life in my own hands. It should be very, very easy to get across Main Street throughout the city and to get across 5/20.
- Off-road paths
- the sidewalks are fine but if you decide to fix them that will be higher taxes and we don't want that!
- make a note in the DMV and in driver ed to let people know about the new laws and teach the younger kids the rules in the primary and the elementary school.
- If there as stated above could be more paths to other things in the downtown area. ie: parkway plaza walmart medical center on parrish street,
- Bicycle lanes or allow bikers to use the sidewalks for safety reasons.
- Create paths/lanes for bikes and make it safer for bicycles to cross intersections (especially 5&20).
- Build a SAFE crossing over Routes 5/20 from Main Street to the lake.
- Off road paths and bicycle lanes on the street would help with making Canandaigua more accessible and enjoyable for pedestrians and bikers.
- adding multi-use pathways throughout the city. Designating an on

road path to protect bikers from the traffic and people opening car doors while bikers are riding nearby.

- sidewalks on roads without sidewalks, more off road pathways
- 1. make off road bike paths that link all the important places in City of Canandaigua.\r\n2. Make bike lanes on town of canandaigua roads, especially West Lake Road.
- Possibly splitting the sidewalk through the downtown area for bike and pedestrian traffic.
- Off road paths\r\nndesignated driving lanes on City Streets
- 1. educate the people of Canandaigua each year as to the rules and regulations of walking and bike riding.\r\n2. educate the people of Canandaigua to respect the rights of walkers at intersections and that bikers do not have the right of way on the sidewalk
- Improve West Lake Road by having sidewalks/path\r\nPolice be more visible and enforce the laws.
- Off-road pathways. We took our bikes to Montreal where they have an extensive biking system and the experience was FABULOUS.
- bicycle lane
- Construct or designate bicycle lanes that connect to off-road pathways... Bicycle racks at various destinations... Access to lake by bicycle.....
- Slow traffic down - more police presence
- -allow bicycles to ride on the sidewalks, our children should not be forced to ride on the roads\r\n-shovel the sidewalks in the winter
- 1. Allow cyclists to ride on the Main St.\r\n2. Designate bike lanes for cyclists.
- Create pathways or bicycle lanes to allow bicyclists to commute more safely. Increase police visibility to protect safety of bicyclists/pedestrians, especially at crosswalks.
- designated bike paths
- 1. improve crosswalk paint and markings-repaint in the spring, not the fall!\r\n2. crackdown on cyclists not following rules of the road, kids without helmets\r\n
- 1. Request that the Police department spend more time enforcing the speed limit and red light laws on Main Street, especially City Hall to North Road. That's where people are driving too fast. And ask them to step up enforcement during the evening rush hour, especially on Fridays !
- 1. Dedicated bike travel lanes on main streets 2. Maintain the city's portion of Ontario Pathways (it has had no maintenance in years, is overgrown and in disrepair. There are no signs - it is well hidden) 3. Extend the trail to the north of city hall. 4. Explore other options for bike trails/paths. 5. Encourage children to ride bikes to school. A handful of bikes at the high school and a parking lot full of cars is backwards. Teach kids in school that there are other ways to get to a destination than in a car.

- Bike Racks at destinations around town.\r\nMake Bike Path's more accessible and better
- bicycle lanes/paths\r\ncity sponsored bicycle events
- Discourage bicycle riders to ride in the road if older adults) I often walk my dogs and one of them had their paw run over by someone who was careless on a bike. I think that there should be help and support for bike riders and other people who exercise as well walkers, runners, skateboarders etc.
- Assign police officers to enforcing traffic laws, especially at crosswalks
- 1) Slow the traffic on Main Street from city line (north)to the lake; down and around to and through Lakeshore Blvd.\r\n
- Off road pathways and bike lanes
- Take the State laws seriously where autos must stop for Pedestrians.\r\nMake Bike lanes possible-they get too narrow north of Bufalo St.
- create biking sections on the roads and enforce the traffic laws more
- use of sidewalks for bikes, scooters, etc.
- Do more to insure clean sidewalks during the winter months.\r\nMake sure all crosswalks are visible - more signs, more frequent painting on road surface.
- If there were more sidewalks or off-road bike paths that were connected it would make it much easier to travel around the City to certain destinations. As well I feel that if the cross walks were made safer there would be less of a safety concern by parents of allowing their children bike or walk around.
- Enforcement of the speed limit!!! Enforcement of the crosswalk/pedestrian law and city codes!!!
- My biggest pet peeve is bicyclist who ride in the road and not on the other side of the white line. This causes cars to have to go into the other lane of oncoming traffic to go around them. I think it is dangerous to the bikers as well as all those in the cars.
- traffic calming on upper North Main Street; off-road bike paths
- Main street crossing has become a nightmare do to the ignorance of pedestrian s just walking WITHOUT ,OH eYE CONTACT WITH DRIVERS TO ENSURE SAFE CROSSING ? Not sure , I have mixed feelings about thhe new laws of New York state.
- Do something about Main \r\nStreet for bicycle traffic
- Create and implement a plan that would create a network of trails throughout the city. From there, the city should work with the town to expand the network into all of Canandaigua. From there, it should work with neighboring townships (Bristol, Gorham,...) to create a regional network.
- bike lanes on the road
- Make bicycle racks at popular destinations.

- Access to off road paths with parking available for cars used to transport bikes.
- 1. Strongly enforce traffic laws (especially speed limits and crosswalk laws) to protect bicyclists and pedestrians, and to improve their experience -- make police presence visible! 2. Consistently perform the city functions to keep tree branches off the sidewalks, and consistently enforce existing laws and codes to ensure sidewalks remain passable -- shoveling, trimming hedges off the walkways, and keeping cars off the sidewalks and rights of way.
- #23 and #24
- Designated bike lanes and more off road pathways
- public awareness of bicyclists & road rules
- off road pathways connected to onroad pathways that would connect w/ Town of Canandaigua paths...this area is ideally suited to attract and promote this area for this purpose if we built the infrastructure
- Keep funding off road pathways and keep to and update master plan for this type of developement. Better identify Ontario Pathways existing presence in the city.
- 1.Bike lanes on streets similar to the ones in Montreal\r\n2.Off road trails around the city that connect the main parts.
- Rigorous speed, signal, and pedestrian crossing enforcement (probably best done by an officer out of his/her vehicle). Signals at crosswalks.
- road pathway
- I would like to see more pathways within the city/town for bicycles and walking. There also needs to be better, more even sidewalk surfaces.
- multi-use pathways....also a bridge or tunnel to avoid crossing over 5 and 20 or using a prexisting tunnel such as East Lake Road to connect bicycle /multi use paths
- Safer crosswalks\r\nBike Racks/Open bathrooms at Parks year-round
- Set an age limit for bicycle riding on sidewalks. \r\nRepair uneven sidewalks, trim back branches
- Decrease pass-through traffic on main street-get trucks off\r\nSidewalks on BOTH sides of EVERY street
- off-road pathways\r\nTruck by-pass
- off-road multi-use paths.\r\nMake main street 2 lanes - make other side pedestrian mall
- create safe, accessible pathways.\r\nEncourage people to ride bikes and walk.
- Pedestrian bridge over 5 & 20.\r\nTraffic lights that do NOT allow vehicles to turn into the path of pedestrians.
- off-road bike paths.\r\nOn-road bike lanes

- Start ticketing those drivers who won't stop for pedestrians. and Fix the sidewalks where needed.
- Create bike lanes along roads that are marked with bike signs.\r\n\r\nDesignate bike routes - buy land or secure agreements to use properties to create these routes. Hold events to celebrate and highlight them, in partnership with community groups. Yes, spend some money on this!
- Provide more bike racks in key areas; conduct training/education on the rules of driving in bike/pedestrian friendly areas
- off road pathways - I do not trust drivers to have bike lanes right next to the road.
- Bike service\r\nBike paths
- I think that bike lanes placed in the north bound inter section of 332 and routes 5&20 would make it much easier to get to the businesses to the east via a bicycle. Also the curb on the north east corner of the intersection of routes 5 & 20 and 332 creates a bottle neck when you try to make a left turn onto 5 & 20, I have had motorist become confused because of they wont pass me at this point.
- create a safe place for bikes to be ridden.\r\n
- having designated walking, biking paths that lead to different places around the City. Having it end up to where you began would be ideal.
- Keep the sidewalks in good shape for walkers. GIVE TICKETS TO "JWALKERS" to encourage people to use the extremely expensive bumpouts built on main street.
- Everything is okay with me.
- Improve & expand safe bike routes from rts. 364 west to Thompson Hospital\r\nand from 5 & 20 north to Tops.
- Add bicycle lanes to the city streets. Make all intersections to respond to bicycles for changing signal lights.
- 1. Designated lanes for cycling & running\r\n2. Decrease Main St speed limit to 20 or 25
- Create bike lanes on all major streets and/or large shoulders. More bike racks on Main Street, better publicity on bike safety and sharing the roads (newspaper articles, signage)
- Put traffic lights cross walks, widen bike lanes, mark lanes better, smooth out sidewalks and ramps t make them easier for wheelchair use. More enforcement of snow shoveling. Remark crosswalks, signs that bikers are sharing the road.
- Traffic type signs (yellow diamond) stating "Canandaigua is a Bicycle Friendly Community". Concord, MA has them as I'm sure other communities; simple awareness.\r\n\r\n\r\n
- Get residents to shovel sidewalks in the winter. Have the city plow walkways in Kershaw Park and other city parks so residents can walk despite bad weather. \r\nGet cvclists their own lanes so they

are not on the sidewalk interfering with foot traffic.

- Create pedestrian paths and walkways, include pedestrian and bicyclists issues in all planning decisions, and link pedestrian areas to public transit.
- Bike lanes. We're not supposed to ride on the sidewalks, but roads are too scary. The North Main/North St intersection is impossible to cross. The people fly across the sidewalks at the gas station and Pudgies. They pile their snow on the sidewalks and block them. No one clears the snow off the North St sidewalks forcing walkers into the street. Sidewalks don't go all the way to Pactiv, our largest employer.
- Bicycle lanes.
- Need Bicycle lanes so bicycles can get out car turning right ,as they have on Main St. Palmyra.\r\n\r\nNeed to either widen Lake shore DR. or turn Sidewalk near street into bike path.\r\n\r\nEducate drivers that bicycles have a right to public roads.
- I believe Cdga needs to encourage cyclist to ride by providing safe and accessible pathways and bike lanes. I truly believe people who visit Cdga should experience it by bicycle.
- 1) Have police ticket motorists (and cyclists, pedestrians, skate boarders,etc) who are not obeying traffic laws. 2) Educate the public (motorists and non-motorists on the local law regarding use of the roads, sidewalks, off road trails, etc. Many places have laws prohibiting bikes on sidewalks, although these are generally not enforced. What is the law in Canandaigua? It is legal for bikes to be on the road (not necessarily on the shoulder, particularly if it would be unsafe to be on the shoulder). Bikers should go with and not against motor traffic. From what I observe, neither motorists nor bikers know these laws, or they else chose to ignore them since no one is enforcing them
- make bicycle lanes make some kind of pathway over the main intersecion at the intersection of 5 and 20 (this would help with car traffic as well i would remind that the over pass needs to be wheel assesable
- Buils a pedestrian / bike bridge over 5 & 20. The lake is disconnected from the rest of the city. It is not safe for youngsters to cross on their own and for most others also.\r\n\r\n**Make your plans with the RESIDENTS of Canandaigua at top of mind not tourists. - The people who live here!
- pedestrians already have the right of way. They don't need to be in a lane next to cars and putting themselves in more danger. For the most part, bikers already do share the road with cars in a safe manner, so no extra lanes are needed.
- Bike lanes and bike racks where bikes can be locked\r\n\r\n
- bike lanes
- Make lakeshore Dr. wider\r\n\r\nMore and better off-road paths

- More off road paths linking City to Lakeshore\r\nBike Lanes and bike routes
- The downtown area already is sufficiently pedestrian friendly with the enormous sidewalks and the walking trails in Kershaw et. al.\r\nMaking it more bicycle friendly would involve adding signage along 332/Main Street to encourage bicylists/motorist cooperation.
- Do something to make maneuvering within the city a little safer. I like to ride my bike to work (in Geneva) in the summer and getting out of Canandaigua is the only stressful part.
- Designated bicycle lanes. Change the attitude of some of the automobile drivers
- More Bike Racks, Teaching kids biking hand signals/safety
- 1. Sidewalks in areas of city that do not currently have them\r\n2. Bike paths along high-traffic streets (Main, Pearl, Jefferson, Bristol, Parrish, etc.) to the lake
- Bike lanes. Cyclist following the laws.
- Make Biking Lanes on Main Street\r\nImprove some of the sidewalks with cracks
- Biking lanes on main street, fix the sidewalks, people should cut their hedges and keep the sidewalks clear so you don't run into them when you are riding your bike. Also, ruts on the side of the sidewalk are really dangerous.
- Off-road bike paths would be nice because I think biking on the street discourages (especially younger) cyclists because of the danger of cars.
- Enable safe bicycling on Main Street and Lakeshore Blvd. Main Street is dangerous, crossing 5 & 20 difficult, and the narrow lanes and close curbs on Lakeshore Blvd is extremely difficult for cyclists, particularly children to navigate.
- Bike lanes.\r\nBike racks.
- Look at safety, first of all and then making it available to all.
- If a city police officer sees a walker in the road or a biker on the side walk they should give the walker or biker a ticket.
- Reduce downtown traffic/trucks, etc
- 1. More on and off-road designated bike paths. and 2. Maintaining them.
- More clearly marked crosswalks, bike racks
- bike racks, get trucks off main st.
- Better bicycle paths especially down near Kershaw Park and over the bridge.
- Connect the side walks from buffalo St Extension to Buffalo St, including a pedestrian bridge over the creek. It is very dangerous there! Allow bike riding downtown, with a few bike racks.
- 1- have police issue tickets to cyclists just as they do to vehicles.\r\n2- Bicycle lanes
- In my neighborhood. the large side walk stones can be very unlevel

with each other and the wheel of my stroller has hit these before and on one occasion my entire stroller propelled forward and my child hit the pavement face first. This problem is very evident along Jefferson Rd. and can be very dangerous for those with limited physical abilities if they were to catch their toe on a section that is uneven.

- Marked pedestrian/bicycle cross walks on N Main midway between traffic lights for traffic to stop. Cdga and many other NY communities is educating the driving public to stop for marked crosswalks. Pedestrians and bikers need to cross at marked crosswalks.
- make it safe \r\nmake it aesthetically pleasing -
- For walking, have sidewalks on both sides of the streets, and enforce the snow removal policy. (Ex: Ft. Hill by Clark Manor there is only one sidewalk. Sidewalks on Hubbel are frequently not cleared of snow). For biking, a designated lane and crosswalk across 5&20 would be helpful.
- Bikes on the road and off the sidewalk.
- More bike racks downtown, at plazas, parks, & church's\r\nLonger crossing signal at Main & 5/20.\r\nMake sure crosswalks areas are cleared after plows go by
- Legalize bicycle riding on sidewalks.\r\nCarefully police the downtown area, motorists would run you down if it was legal.
- Improved sidewalks\r\noff road paths
- Maintain roads.\r\nWider road shoulders
- -Enforce "Yield to Pedestrian" Laws\r\n-Enforce Speed limits\r\n- Lots of cars parked across sidewalks
- Bike Racks\r\n"Community Bike Program"
- Teach people to Share the Road - Bicyclists bad at interfering with Traffic.\r\nNeed to encourage/enforce cars not stopping for people in crosswalks.
- Safer crosswalks/pedestrian following safety laws\r\nBike Lane/cyclists following traffic laws
- off-road bike paths.\r\nslower traffic\r\n
- Off-road bike paths are a must.\r\nSlow traffic down.
- 1.Develop bike lanes to help sort out pedestrians, cyclists and motor vehicle drivers.\r\n2.Make a concerted, continuing effort to keep the sidewalks (and bike lanes if developed) clear of snow and ice during the winter
- Bike Lanes\r\nOff Road Pathways
- 1. Create off-road multi-use pathways. \r\n2. Upgrade the quality of our sidewalks.
- 1. Bike Lanes\r\n2. Programs to encourage more students to ride to school.
- Install a pedestrian bridge over Rts. 5 & 20. This would indicate a user friendly community and "bridge" the lake to the city and the

town.

- make it easier to ride on roads, and have routes designated for riding
- bicycle and car don't mix.
- - Off-road pathways\r\n- Bike lanes
- Decrease Traffic Volume\r\nEnforce Speed Laws
- Designated On-road bike lanes\r\nI feel crosswalks are very dangerous if you're a driver, you can't always see that someone has started accross.
- off-road paths\r\nbetter sidewalks
- Creating off-road paths and using education and advertising to encourage people to use them properly.
- Enforce the cross walk areas--now cars don't seem to notice or care (you almost have to get hit before they stop)\r\nOff-road bike paths available (esp to the schools if you live in the less than 2 mile area to the academy, it is still a long way to bike & deal with traffic)
- Better Crosswalks and enforcement of Pedestrian right-of-way.\r\nSnow removal on sidewalks
- sidewalks
- Enforcement of Traffic laws that provide ped. right-of-way.\r\nProvide racks and rest stops and rider friendly accommodations information.
- Bike Lanes\r\nEnforce Existing Laws
- Recognize that Canandaigua is a tourist destination and that it is time to promote that industry by doing more and not just talking about it.\r\nInstead of consistantly finding reasons why things can't change, find reasons why things should change, then move forward. Think globally, proactively, positively and long term. PUT IN BIKE LANES.
- bike paths\r\nbike lanes
- Off road paths\r\nsmoother and wider sidewalks
- Enforce crosswalks!!!!!! Especially on North Main St. Possibly put orange/yellow sticks/cones on the double yellow line in the center. This seems to attract more attention than the crosswalk signs on the sides. People just don't stop and one almost has to just walk into traffic to get them to stop. It is horribly unsafe!!
- wider sidewalks bike lane on main street
- Connect the Town of Cdga-Middle Cheshire Road (high need for safety of walkers/bikers) to bike/pedestrian pathways in the City Of Cdga.
- improve pedestrian/bike lanes on our wide Main Street sidewalks (mark the walks with a lane for walkers and one for bikers, like they do in many European cities). Also improve the crosswalk situation with more clearly marked crosswalks (neon painted lines on the road and crosswalks only at intersections)
- enforce law concerning walker safety crossing

streets.

Encourage Bicycle Safety

- Reduce motor vehicle speed through downtown, widen Lakeshore Drive roadway surface where medians exist (for cycles).
- education of traffic laws for everyone
- more bike trails and lanes
- bike racks
- bike rentals
- Add bike lanes
- Improve pedestrian access between downtown and the lake
- Bike lanes painted on roadways, driver education courses to have people pay attention while driving...
- Merely having the designated lane will offer acceptance, awareness, and opportunity.
- Make Off Road Bike Paths that link place to place in our city.
- Make sidewalks better quality.
- A "Bike Only" Section in roads
- Bike lanes. Signage and information alerting people to bikers presence and informing them of the rights pedestrians and cyclists are entitled to.
- Wider shoulders for biking.
- More bike racks
- Bike racks on the CATS busses... but then the reliability of the CATS system is a whole other disfunctional problem.
- on road bike lanes & bike racks on public transporation buses.
- 1. Increase awareness of safety while riding a bicycle.
- 2. Have police around designated riding areas.
- Make drivers aware of bicyclists rights
- Take out the median on Lakeside Drive, it makes it unsafe to ride a bike there.
- Enforce rules for Bicyclists.
- Bike Lanes
- increase visibility of Crosswalks -
- Bike Paths
- clearly marked bicycle lanes
- off road bicycle paths (like Ontario Pathways)
- Designated Bicycle/Pedestrian paths/lanes
- Reducing the traffic on 332
- put in bike lanes
- Off road pathways and bicycle lanes
- Awareness(i.e. signs on road &/or on side of road), more "off road" trails
- Bike lanes and help at 5 and 20/Lakeshore Dr. intersection.
- Make downtown a walking mall with no motor vehilce traffic.
- Have alternative bike a motor vehicle routes.
- find a route off of main street which is so congested as is, get tractor trailer traffic off of main street, it is hard to drive main street and find a shop watch for pedestrians that just walk off the sidewalk into traffic or between to parked SUV that you can't see around, finding a back way around say pearl street which hooks into main street via side streets, make them user friendly, with so many visitors to our communitv it is verv distracting on main street. now

we have a proposal for bike route on main street a lane per say, i already find anyway possible to bypass main street at all times due to all the congestion and distractions, thus resulting in the fact i do not shop main street. i think we should have a bike/ pedestrian walkway but not on the main drag, till we have traffic chaos solved

- some public awareness of our rights to be cycling on the road, I'm sick and tired of getting honked at, getting the finger, cursed at etc. for riding on the shoulder/edge of the roads that I pay taxes on
- make walking/biking pthways throughout the city in particular one that would link the downtown area with the lake area (without having to cross the 5and20). Hmmm....is that possible?!
- Designated lanes and cross-walks (i.e. ability to request passage).
- - create a safe environment for these activities\r\n- make it unique along waterways or fun/challenging terrain if your trying to draw tourists.\r\n
- Bike Lanes
- 1. to make it easy for tourists to see the no bike, no skateboard rules on main st. Perhaps a picture of a bike and a skateboard with the big red slash through it on each sidewalk ramp at each cross street. would not polute the street with more signs but make it easy to see.\r\n2. Create and mark routes for bikes to take to stay off of the sidewalks.
- Bike lanes are nice, bike paths are better. Let people experience the amazing sites and sounds of Canandaigua without having to smell and hear the cars. There will also be less car/bike/pedestrian accidents. Nature is better than paved any day.
- Better cross walks, improved surfaces, improve pedestrian visability on street corners. Better lighting on the streets at night.
- Access to off road pathways
- More bike friendly roads....
- 1. Educate drivers regarding "sharing the road" with cyclists and pedestrians.\r\n2. Same as 1, REALLY!
- Connect everything by bike/walking trails.\r\nConnect the heavy tourist area (East lake road) with a nice safe walking/biking trail to get up to Kershaw park and other shopping/eating points.
- Bike paths, and an awareness campaign.
- Remark road lines to accomodate bicycles, courses to educate both cyclists and motorists about safely navigating roads together. Feel free to contact Frank Regan of the Rochester Sierra Club or Rich DeSarra of the Rochester Bicycling Club about setting up a course. My e-mail is gab5540@gmail.com if you have any questions. Thanks.
- (1) take responsibility for snow and ice removal from sidewalks\r\n\r\n(2) eliminate crosswalks on main street except at signal lighted crossings
- Educate drivers about the rights and rules that pertain to

bicycles.\r\nCreate a safe space to ride in.

- Bike lanes and improved intersections (time-to-yellow countdowns). Enforce bicycle and automobile violations, especially out-of-lane and failure to signal a turn.
- Educating drivers/pedestrians as to the law regarding crosswalks!! I continually witness walkers/joggers crossing in front of green traffic lights (when they do NOT have the right-of-way). Also, drivers are busy running yellow and red lights to slow down/stop for pedestrians when they have the right-of-way. I once witnessed the entire CA girl's cross-country team cross Bristol Street in front of a green light, and cars had to come to a screeching halt! They were obviously uneducated as to the "rules of the road". It's unbelievable to me that this may not be taught in our schools anymore, let alone by parents.
- One thing would be to get the information out there regarding bicycle safety for everyone so we are all on the same page. If you own a bike, then there has to be some way you would have to "register" or whatever to get information on the dos and don'ts of riding. Everyone needs to be an informed cyclist, driver, walker.
- 1) Make Kershaw more accessible from the rest of the city. Crossing 5 & 20 is still too challenging and scary.\r\n\r\n2) Motorists are not yielding to pedestrians in crosswalks on Main St. This law needs to be enforced better.
- Add OnRoad bike lanes, and/or keep the sides of the roads free of debris and well maintained. Wider shoulders.
- Bike lanes with signs, and Reduce crosswalks but add stop lights at each crosswalk. You do not always see people crossing on a 4 lane road. Cars stop to park all the time but they may be stopping for a pedestrian.
- Bike lanes along Main St. and Lakeshore Dr.\r\nBike racks.
- bike lanes or shoulders,\r\nStop with the granite curbs.
- Designated bike lanes\r\nWork w/police force to enforce biking laws that most motorists fail to recognize.
- More off road pathways and on road bike lanes.
- Bike Paths/lanes\r\nEncourage people to walk/bike to do their errands
- Dedicated Bicycle paths/lanes\r\nStricter enforcement of motor vehicle laws with motorist infringement against cyclist right of ways.
- 1) Develop bicycle riding lanes\r\n2) Develop off-road pathways
- - more off-road paths\r\n- better connections between existing paths and destinations e.g. farmers market, Ontario Pathways path.
- construction of off-road multi use pathways \r\nplacing bike racks at convenient locations throughout the\r\n\r\ncity
- Designated bicycle paths, new walkways for walkers/hikers
- have a paved pathway
- Improve the road surfaces. The shoulders are in such disarray that

it forces us into the primary roadway. We have to stop the bandaid fix (chip and tar) to our roadways. It is dangerous and makes our beautiful community unattractive.

- make more paths available specifically for bikes- access to downtown via both pedestrian and bikes- will decrease traffic and increase our overall health,
- Move snow removal responsibility to city for sidewalks--we pay taxes to keep roads clear for vehicles, why not for pedestrians? Get planners/politicians out there walking/biking themselves on a regular basis to learn better from experience--you are welcome to join me and my children on our sometimes perilous walk to preschool! Also, encourage school to start "walking school bus"! Saves a lot of money and helps make children leaner.
- Educate - posters, psa's newspaper ads, public TV segments on the good to be realized through more biking/walking. Better individual health, cost savings, smaller impact on the environment, more sense of community (not the isolation of everyone being in their own cubicle of a car) etc. Give a tax break to those using bike/public transportation/walking instead of car use. Encourage people to do the right thing by first making it attractive in other ways as well. Tax breaks aren't the only (or best) way to do this. There could be many creative ways that businesses could encourage us to walk/bike more. I would certainly do more of that if there was a safe way to get from south of Cheshire into the city by bicycle. I would also take public transportation from south of Cheshire if it was offered more than once a day.
- Have a few city bike events.
- Provide safe access to south side of 5&20 by building off road trails east of Main Street; and making sure that sidewalks are well cleared of snow and ice.
- 1. Slow down Main Street traffic. Seriously consider reducing Main Street to one lane each direction with a middle turning lane, bicycle lane on each side of the street, and maintain parking on the street with sporadic right turn lanes for side streets.
- 2. Improved sidewalk lighting. The old archaic lighting on Main St and many side streets not only is dim to drivers but the sidewalks are barely lit. Pedestrian traffic needs to feel safe and visible.
- designated bike lanes/bike paths
- 1) Off road connection from the east side of the City to 5&20 is allow avoiding Main Street, and 2) provide bridge crossing for pedestrians over 5&20
- Have the police strongly enforce the current traffic laws on the books now. Especially give tickets to jaywalkers!!!
- Make "Bicycle/Pedestrian Friendly" abundantly clear - Sign-age, Road Markings, Media Blitz - the works. Getting to the lake is the Biggest Problem - Easy access across 5/20 should be logical

included in the plans to the Lakeshore Drive development.

- No Bicycles on Main Street\r\nGet rid of crosswalks except at traffic lights, use bridges or tunnels for the remainder
- Ensure there are curb cuts in existing side walks for handicapped.\r\npaint bike lanes on existing shoulders or Main St. sidewalks
- signage - use bike route signs\r\neducation to general public
- Do something about Lakeshore\r\n
- Signs at entrances to City - "Watch for Bikers and walkers".\r\nEnforcement of crosswalk law on Main St.
- Designated on-road lanes.\r\nImproved sidewalks.
- Improve existing bike paths - like Kershaw's.\r\nWork with FLCC Environmental classes.
- Off-road paths\r\nGet rid of Truck traffic
- We need off-road paths for the children to get to Kershaw\r\nAwareness signs and public education
- Must have off-road paths\r\nPlan to get kids to schools safely
- off-road paths\r\nblock watch for kids going to school\r\n

Question 27: Please add any other comments you wish us to consider. Thank you!

- All respondents
 - Not all the adults in my home exercise the same amount or the same way. I could not make that clear in the survey - just an FYI. Also, my youngest is still in high school but 18 - some of the

questions about children would have applied to her.

- Our family regularly rides on the canal system and on the rails to trails systems. It would be great to have a pathway that would allow for easier access to the city of Canandaigua.
- Is it legal to ride bikes on the sidewalk? How would anyone know?
- #26
- Places like Fort Collins Colorado have an awesome bike friendly city, Canandaigua should try to emulate places like that.\r\n\r\nBy connecting the lake to the city so that bikes/pedestrians can get around, Canandaigua's tourist appeal would greatly increase.
- City and Town need to get together to make a bicycle park similar to the Dryer Road park in Victor!
- don't raise taxes!
- Please. some streets on main street alone are horrible. three years ago i fell, chipped my ankle due to the uneven sidewalk near ymca. also, if the business, and bars, would put salt on the sidewalks anywhere they are, that would entice me to walk more in the winter!!
- Thank you for putting this on line and it would be a great service if the local paper would run articles that apply to the rights of all who use the sidewalk. Thank you.
- Drivers need to be more aware, especially as they go through intersections and cross walks.\r\nPolice may need to be more visible enforce the pedestrian crosswalk laws.
- My biggest issue with those riding bike's is that they do not pay attention to traffic, do not stay in their bike lane, and then get mad if you drive past them too close. The worst offenders are the bikers that ride in pairs, side by side. The bike lanes are not wide enough, if you ride side by side one on you will be in the road and at risk.
- As someone who rode my bicycle to work, I was strongly put out by the amount of negative feedback I received from drivers.
- As a bicyclist I have obeyed the laws of the road and have experienced drivers unwilling to respect the sharing of the road. Consequently, I believe further steps should be taken to ensure the safety and respect of bicyclists who respect the laws of the road.
- educate bicyclists on safety: helmets, lights when riding in evening and early morning hours, reflectors\r\nSafety is key
- People in this area are so married to their cars, it will be a tough sell to get people to walk or ride bikes. Many people I know look at me strange when I tell them I bike to work or the store, or walk downtown instead of driving.
- Educating school bus drivers regarding driving safely around bicyclists - the buses on North Pearl at about 8:45 a.m. pose the biggest danger - they seem to completely ignore me.
- when considering the pending lakefront project, making\r\nthe "Bicycle/Pedestrian Friendly" will have to be considered. This is/will

be a challenge since the new businesses will generate greater traffic. The same holds true for any housing development(s) proposed for Bristol Street out to the townline.

- Traffic on main St. often finds drivers in a terrific hurry to get to the next traffic light. Too often drivers do NOT give the walkers the right of way. The NYS law seems not to be applied in Canandaigua. I think a fine to drivers would be in order.
- please make biking easier for canandaigua so we can help america become more healthy by biking instead of driving everywhere
- People should be able to walk on the city's sidewalks. I walk EVERY day. I find the lack of concern for obstacles to be disconcerting; not one day has ever gone by that I do not experience one (or several) of the following: I NEVER see tickets on cars that park across the sidewalk, no one has homeowners trim trees and shrubs that were planted too close to the sidewalk and now impede walking, the city does not lift trees often enough to get them off the sidewalk, no one enforces snow removal, little speed enforcement and NO pedestrian right-of-way enforcement, etc....if these conditions existed in a roadway, it would not be tolerated at all. These conditions are pervasive, not the exception; I do not see how the city is not aware of this or is it they don't care or too afraid to tackle the issues? Why is it that walkers have to call the police about cars parked across the sidewalk when the same car parks there every night, night after night. Have they truly not seen it? If that same car parked in the road overnight, just one night, it would be ticketed. Maybe we need a walking police officer or code enforcement official? Maybe they could walk periodically? I feel sidewalks, walkers and bicyclists are left to fend for themselves.
- As a pet owner, A Dog park would be a positive for many Canandaigua residents. Shame, We have never been to Lagoon Pake because of the No Pet pushed by a previous council member. Possible a deal with the VA Hospital..?
- see above
- This should not be viewed as just a recreational issue but as a transportation, health, and environmental issue. By encouraging more of the public to walk or bike, we can reduce traffic on the roadways, encourage regular exercise while reducing overall healthcare costs, and lowering total carbon emissions.
- It seems like every law or ordinance passed by Council requires the complainant to report his or her name to the authorities. We have instituted many laws that, by design, are only enforced after someone complains. Would we consider doing that to collect property taxes or water bills? (We will only collect if your neighbors complain . . . hmmm.) I was actually told by the Public Works Department supervisor that he needed my name for a shoveling complaint because "this could be a vendetta against a neighbor or

something." Be serious. I didn't do anything wrong, my neighbor did! If I call in about a car across the sidewalk or about an unshoveled property, it should be immediately obvious to the city employee investigating that the problem exists. I wouldn't HAVE to call if the Code Enforcement Officer or the police would actually pay attention to what is going on -- can they see a car parked across a sidewalk (or are they speeding by)? Can they see a sidewalk that isn't shoveled? Is that car speeding? Did this car stop for a pedestrian at a marked crosswalk (including CATS buses, police officers and sheriffs)? If they can't see these things (or if they refuse to enforce them) then the official should be disciplined, or we should institute bicycle or foot patrols. In addition, every city employee and council member should be requested to walk around his or her Ward at least once a month. I think each person would have an immediate and lasting change in perspective.

- Take a look or better yet a trip to Burlington, Vt. to experience fantastic biking/multi-use trails along a lake and throughout the city (<http://www.localmotion.org/trails/index.php>)\r\n\r\nVancouver, BC <http://vancouver.ca/ctyclerk/newsreleases2001/NRfalsecreekwalkway.htm>
- A bicycle highway through right of ways past the water park might make an enticing and alternate route to 5/20 bike ways and wegmans: more people would take this option if it were pleasant and fun (instead of traffic) We haul bikes to Michigan every year to ride extensive paths around Grand Haven, Holland and Grand Rapids. MPLS/StPaul has extensive city wide trails that have even spurred different kinds of developmement!!
- I have often seen the lane of traffic nearest the pedestrian stop, only to have traffic go around the stopped vehicle(s) and endanger the pedestrian in the crosswalk. Signals at all crosswalks, please. Pay attention to the alignment of crosswalks with street lighting, and ensure that the crosswalks are lit at night.
- Thanks for letting me articulate my thoughts to you
- There are very few places to lock up our bikes at businesses and parks throughout the City.\r\nSchools should limit the # of student drivers allowed to drive/park at school. More should walk.\r\nCATS system should run 24 hours.\r\nPolice need to ticket more drivers who drive and talk on cell phones.\r\nOff-road multi-use paths are great but they need to be wide enough so people feel safe from potential predators(human abd animal).\r\nCan we get businesses to offer discounts/incentives to customers who walk/bike to their shops?\r\nMain Street is a real problem. The entire community should rally around a movement to get the trucks off this roadway and discourage all the pass-through traffic.
- Consider pedestrian bridge/Tunnel to cross main street.\r\nPresent crosswalk situation does little maor than encourage people to be

less cautious before stepping out into traffic.

- Best wishes. I will see you on the 25th!
- Although this is out of the city's jurisdiction, I would love to see a sidewalk installed along Lakeshore Dr. from Schooner's Restaurant to FLCC. As a city resident who works at FLCC, I ride my bike to work as often as possible, but I feel very unsafe biking on that stretch of road (no shoulder, no sidewalks, etc.).
- I think this is a great idea. I currently don't bike much but used to live in AZ which is extremely bike friendly and rode my bike for a whole year without a car. I would love the opportunity to do the same in Canandaigua.
- I'm thrilled to have RVE in town! Nice addition. Now let's get the other storefronts filled up!
- I have made a commitment to myself not to drive my car if the distance is 2 miles or less. If these changes were implemented I believe that it would make it easier for the residents and visitors of Canandaigua to get around sustainably. Thank you for the opportunity to voice my opinion. If I could be of any assistance to this cause please feel free to contact me at horacehause@hotmail.com
Sustainably Yours,
Rob Hause
- Our family is most interested in biking for enjoyment not as a means of transportation. We would love to see more trails such as Ontario Pathways.
- In the Town of Tonawanda (near Buffalo), there are blacktop paths for walker, bike riders and roller bladers that run right along the river. I think it would be so very nice to have those kind of paths all around Canandaigua.
- I have found bicyclists to be a major problem in this city. They think they own the street/road and everybody has to look out for them. What happens to their brain when they ride their bicycles??? Two wheelers and 18 wheelers do not mix well on Main Street, north or south and Lakeshore Drive is way too narrow for bicycles as everybody in this city knows. If you want to ride your bike, go outside the city where the road shoulders are wider. The city is a great place to walk and it should stay that way.
- Thank you for taking this important step in making Canandaigua "greener" and healthier!!
We have no children presently living with us, but we frequently take our 5 grandchildren on bike rides, especially at Lagoon and Kershaw Parks. We'd go uptown if it were safer.
- Whatever you do, do not put in any traffic circles as they are very dangerous when on a bicycle.
- Asphalt is better than concrete for runners. It would be great to have multi-use lanes so runners can use the best surface for them.
- Adding bike lanes to main roads like Main St. and Routes 5&20 is insane. The traffic and crosswalks have created enough hazards to

both pedestrians, bikers, and especially drivers. It's not worth somebody getting killed.

- Creating a better pedestrian and bike friendly Canandaigua would greatly improve the city along with its tourism and quality of life for residents.
- I'm concerned about the tractor trailer trucks downtown -I doubt that anything can be done about them-but it is not bicycle friendly--in fact, it's scary!!The alternate routes that exist around that area are essential and should be marked.\r\n\r\n
- I live on Middle Cheshire Rd and cannot believe the bike traffic there despite the fact that no one pays attention to the speed limit. They are risking their lives as well as making my drive there dangerous. If there were more cycling spots off ride, perhaps you wouldn't have so many people clogging suburban roads. There are even people jogging, pushing baby strollers on roads like Middle Cheshire.. This is totally dangerous. \r\nBikers and walkers and NOT interchangeable. The Pathways trail is a wonderful place to walk but if bikes are there, they come up behind you silently going fast and whip by you. I am not a biker but when you come upon someone with the total biker gear including rear view mirrors, unitards and pointy bike helmets...they own the territory you are sharing and it is intimidating. I have walked my dog on city streets in Canandaigua and have had to walk on lawn while parents bike the sidewalks with their kids. But I would be glad if you gave bikers a trail of their own...then they have no excuse whatsoever to hog the sidewalks.
- Need to calm speeds on North Main. Make it easier to cross intersections with the lights. Drivers turning right on red have almost hit me several times. Big trucks are scary. Get them off Main St! Cars should come second to people in our little town. We should aim for the quaint European small town model, not the Henrietta model. I'm no "greenie", but walkability is what makes Cdga special to me. Thanks!
- Need Share The Road Signs. \r\n
- I have lived in Cdga all my life and feel I am an active member of this community. I recently purchased a home in the city of Cdga and would love to see more community outreach programs to get this community outside and active. I would also like to see community cleanup programs for Sucker brook. Sucker brook is a tributary which supplies water to our beautiful lake, which Cdga residence use as a water supply. We need to preserve Sucker brooks ecosystem from both residential and industrial pollution and debris. I would also like to see more urban community garden projects. I have a large garden that fed my family and many of my neighbors. We need to bring back localization and a community feeling to Cdga.

- It is about time that bikers are forced to have a license and insurance. This should also apply to the pedestrians and joggers that insist on using the roads when there are sidewalks next to them. It is about time tickets are given out for jaywalking, etc.
- Since I do not live in Canandaigua my answers don't count for much, BUT the diagram in D. Messenger of 3/11/09 concerns me as Canandaigua is our shopping and doctor place to go. We are usually there at least 2 days a week.
If I am understanding the diagram, where the bike lanes will be, how will there be parking on Main St., as bikes would be mighty difficult to avoid when you are trying to park or leave. When you are trying to do either you have to time it right with the lights & hope for a break in the traffic. Bikes would be going a slower speed & be very difficult to see. Sounds & looks like a very dangerous situation. To re-route traffic around Main St., would be a shame as it is so beautiful, even to those of us that see it often, when you get to the Court House & pass West Ave., to see that beautiful long street with the Lake at the end.
Thank you for listening.
- Bike Lanes from lake to Parrish Street
- Encouraging teens & young adults to use a bicycle will be a tough feat because there is such a negative stigma with riding a bicycle or anything that involves physical effort. Perhaps creating a competitive cycling club or team through the schools would encourage more young people & adults to experience cycling.
- The most dangerous place to ride a bike is Lakeshore Dr. It's too narrow for a car to pass. Biking at 15 MPH on the sidewalk is not an option. Also on South Main St the "bike lane" gets almost eliminated at the new special cross walks that jet out into the automobile lane.
- in the survey you will have many errors due the placement on the box before or after.
- I've read of cities that declared "Bike Days" once or twice monthly and closed certain city streets to automobile traffic. That would do a lot to publicize and promote efforts to make Canandaigua more Pedestrian and Bike Friendly.
- This would encourage people to ride/walk instead of driving, having a healthier impact on the environment.
- The school kids are now walking three or four abreast in the road and will not move when a car approaches them. If the driver will not move over then the kids flip the driver off and make very rude remarks. The attitude is "we do what we want" so much for character building in the school.
- Much appreciation to CWC.
- more off-road trails for riding would be great. I will not ride my bike on Main St. due to the danger of opening car doors! I will only ride on the sidewalk. slowly. looking for pedestrians. The Rt. 5 & 20

sidewalks are great and very much appreciated!

- Thank you for undertaking this project, it is long overdue- I have visited many cities that have wonderful walkways\r\nwould love to see a walk - bike path around the lake- I love walking at Kershaw Park but it is too short - I do realize that there is not a lot of open space
- We moved here two years ago. We have really enjoyed being able to walk and bike however, there are many places we don't bike because we don't have a place to keep our bikes once there or there are intersections that are difficult. We really want to bike to Kershaw but I'm concerned about crossing 5/20. The walking light does not give sufficient time. I can't get stuck in the middle with a trailer behind my bike for a toddler and my older children with their bikes-there simply is no room. I think the pedestrian signs have made a difference but drivers often stop their cars over the crosswalk, blocking our way when we have a crossing signal. We've had difficulty getting to Jefferson Park because that one road that goes past the location of the old DMV (by the railroad tracks) doesn't have a light or stop sign. Perhaps a lighted crosswalk for that area, such as is at Byrne Dairy, would help out. We were unable to walk places this winter when it had warmed up because sidewalks were not shoveled and they were very icy. Sidewalks should be shoveled to their full width. This causes us to use our car. North Main is the worst. There is often dog poop on sidewalks and beside the sidewalk. Once my daughter fell and landed in dog poop. There is a house on N. Pleasant whose grassy areas along the sidewalk are strewn with dog poop that is left to dry & mold - it smells and it's EVERYWHERE, sometimes on the sidewalk as well.
- I constantly see cars parked illegally near the YMCA, St. Mary's Church on Sunday, and many other places in town. Also, speeding- - specifically on Main St.-- has become a rather large problem.\r\nThanks!
- As we age, we are less confident cyclists and may be slower crossing Main St./dodging traffic.\r\nWith multiple lanes on Main St. pedestrians may be difficult to see. Everyone needs to be cautious & respectful of others and mindful of own safety.
- There needs to be a safe way for our children to ride their bikes to the Lake.\r\nI want my kids to bike to school but there is no safe way for them to go. Need more crossing guards , maybe start a block parent program.
- I will not let my child ride around the City without improvements. I hope we have off-road paths before my child is 16, I want him to learn to enjoy biking, maybe he won't drive as much.
- Almost any effort such as this goes better with a large emphasis on common courtesy.
- This has been accomplished with great success in Warren County.

Queensbury, NY; part of the Warren County Bike Trail.

- CAR OWNER HAVE TO HAVE INSURANCE, I THINK IF BICYCLE ARE ALLOWED TO MIX WITH CARS, THEY SHOULD BE TREATED AS A CAR AS TO LAWS , INSPECTION, PLATES AND OF COARSE INSURANCE . THE SAME AS A CAR ,TRUCK, MOTORCYCLE. IT'S NOT RIGHT BICYCLE CAN JUST RIDE WERE THEY WANT AND THE CAR IS THE ONE PAYING FOR THE ROAD ,UP KEEP AND SAFETY OF ALL.
- The VA roads are a great place for walkers/runners to exercise, and cyclists to travel. Please do not open East St. from Rt. 21!\r\nThanks!
- Thank You
- This is a great idea! WE love Canandaigua, but this would make it so much better!
- As a resident who both lives and works in the City, I could ride my bike to work, shops, and downtown. I currently do not because of the vehicle traffic on Main St.
- Pedestrians shouldn't have to compete with bikers, skateboarders and small motorized 2-wheelers on the sidewalks downtown.
- Understanding and Vision on the part of elected officials and community leaders. Nothing else will work by itself.
- The City needs to stop fighting the Chamber of Commerce in everything tourist related. Tourism brings big \$\$ but in that come responsibility-people, traffic,etc. That all needs to be supported.
- Wider sidewalks would be nice - my child has hard time passing walkers on her bike when on sidewalks.
- Great plan. Keep up the good fight and thanks for your efforts
- i love to ride my bike for recreation and excersize, and i think Canandaigua is very biker-friendly.
- I realize out city is older and that many of the crosswalks currently in use on Main Street coordinate with one street on one side and nothing on the other. However, are we so lazy of a society that we cannot walk a block to safely cross at a lighted intersection? Seems to me that would help both motorists and pedestrians by avoiding the darting between traffic and parked cars. As a driver, I know I see pedestrians waiting at a corner for a light to change and I often DO NOT see those waiting between parked cars even if they are at one of our currently designated crosswalks. I also think speeds in the city need to be addressed - we are a fairly populous city contained within a small space, perhaps a city speed limit of 25 MPH would be more in line with trying to improve and promote pedestrian and bicycle use. I think Canandaigua has a lot to offer and would love to see more peds and bikes commuting in our area - it's good for the beautiful environment we live in too!
- Applying paint to road surfaces for traffic control is cheap, but use it very wisely.

- Recreation opportunities and cyclist friendly cities are important and would be highly important in my choice of where to live.
- 16... I would bike more if there was more enforcement of the existing (30 mph) speed limit in the city.\r\n19... Vehicles not stopping. My concern is that someone is going to be seriously injured crossing Main Street because a vehicle fails to stop (crosswalks and especially in front of Byrne Dairy).\r\n20... Walkers and bikers must also obey proper traffic patterns\r\n
- This would be a wonderful idea!!\r\n\r\nGood luck to you all! Hopefully we can make some changes to the better.
- I am both a walker and driver - I find walkers/runners particularly inconsiderate of the danger they are creating to others and themselves when they use the streets rather than sidewalks. I have walked every day this past winter and have very infrequently found the need to walk in the street due to problems with the sidewalks.
- thank you for all of your hard work!!\r\nthis is a great project\r\nI wish you success in making Cdga. more pedestrain/bicycle friendly
- I think many more people would be encouraged to bike if the city were more bike friendly.
- Creating such pathways would be a dream and so good for the community/tourism.
- the more scenic and unique you make it the more people will use it. Take for instance the canal paths...very popular. thanks for thinking of us :-)
- Both bike riders & motor vehicle drivers need to respect each other on the road more.
- If you look down main street from the sidewalk you will see it is almost impossible to see where the cross walks are. On the street they are marked with road markings and signs, but there is limited signage or other ways to communicate with the pedestrians where they should safely cross the street. It may be time to do a walking tour of Main Street with the building owners and the city council to see first hand some of the problems and maybe create discussion to find inexpensive ways to correct them.
- Lighting and visibility, police presents, and general public safety on any off road pathways. Pedestrian visibility is often obstructed by city street parking.
- Research other cities as models on what works and does not work.\r\nWhen gas prices go back up, more people will start to bike.
- A bike lane all the way from the thruway (332) to flcc (5&20) would be great! Combined with public transportation from Monroe county (park and ride from Eastview mall?) would open up significant opportunities for city of Rochester commuters to enjoy Canandaigua life. I've worked in CDGA for 6 months and would definitely spend more time here in the summer if it were more

accessible. Good luck!

- I often attempt to commute to work on my bike and everytime and am assaulted by drivers; yelling at me to get on the sidewalk, barking things out the window, even trying to run me off the road. The traffic on Mainstreet and down Lakeshore is a huge issue. I won't ride on 5&20. I hate to be on the sidewalk - but it is so dangerous to be on the road.
- Despite the downtown crosswalks being "the law" in NYS, very few drivers understand this. And, pedestrians cannot assume that drivers know to stop for them. Plus, this whole situation has created many more issues at actual intersection crosswalks; all due to people being uneducated about the law and applicable rules.
- I would love to see Canandaigua become more bicycle/pedestrian friendly. Even though I must drive to work, I shop mostly locally. Walking about downtown, some cars stop at the pedestrian walkways, others speed right through - it's hit or miss (and you can take that literally too).
- Canandaigua is a beautiful area. We enjoy biking and walking to so many places. I think educating the youth as to proper walking and biking safety would help for the future.
- Any steps which can be taken to encourage people to walk or bike rather than drive would be great.
- Driver education!!!!...still too many road rage incidents against cyclists
- this is a very worthwhile project, hope we get more safe bike paths.
- one of the reasons we chose Canandaigua for our residence is that we like the idea of a small city (town) where we would be able to walk or bike to accomplish our daily errands and/or to experience recreational facilities within a walking/biking distance from home. we strongly support any city/town efforts to enhance these abilities. thanks!
- If our roads are not adjusted soon I am afraid that we will start seeing more serious cyclist accidents with motor vehicles. In addition, we have some very aggressive drivers towards cyclists. I wish we could increase awareness and let these aggressive drivers know that they have to share the road. Thanks for listening.
- to make our town more attractive- to compete with "greener" cities- these have to be considered and I can see none that would not benefit- and none that would oppose.
- The biggest problem I see are bicycle and pedestrians riding or walking multiples across a traffic lane and cutting traffic off forcing vehicles to swerve into oncoming traffic to get around. I have taught my family to ride or walk single file in courtesy of all on the road. How would anybody like it if 2 or 3 cars across went down the street or road, talking, not caring in the world, not yielding or common courtesy to anyone else. Not a pretty picture is it. the same

consideration, rules and enforcement should apply to all vehicles, bikes, and pedestrians. We all have to move together through the streets together to make it enjoyable for all.

- Walking/bicycle trails should not diminish or destroy the privacy and security of existing homes or interfere with our limited natural wild life. This limited exposure provides joy and fulfillment for the more sedentary people! Housing developments have already curtailed natural habitats for animals and birds.
- If you want to join us, call Ingrid Lago at 355-6436. I'd be happy to have you join us. It's only about a twenty minute walk.
- Have city council bike around the city together to see how bike friendly our city really is.
- The transition from 5&20, via Main Street and Parish Street, is dangerous for cyclists. This is likely not a reasonable route for most. A safer route, under 5&20, is needed.
- My Main Street idea may sound crazy, but it will drastically reduce the speed of cars, reduce the abrupt weaving to go around cars turning left, and limit running red lights as traffic will already be slowed. Main St looks and feels like an expressway with its open, wide stance. Yes it is inviting to the visitor, but promotes excessive speed, carelessness, and disregard for others. This is not the way to help pedestrians and bicycles feel safe and welcome.
- Any pedestrian, young or older, risks their life crossing Main Street at 5 and 20. The walking light does not make it any safer. It is hard to walk to Kershaw Park.
- Combine efforts with Town of Canandaigua and Hopewell
Remember wheelchairs when designing
Curb cut at West Ave. and Davidson
CNB add 3" of concrete to make front door wheelchair accessible.
Do not need right through lane on West side of Main St. at 5 & 20.
- Use Chamber of Commerce map for bike routes and location finders.
Develop bike and walk route brochure
- Flashing red crossing lights are good but walkers need to wait until cars stop.
Instruction and rule sign at entrance to paths.
water fountains on paths.
Unisex bathroom on long paths.
Have races for children fun - turkey trot, jinglebell run, July 4th, etc.
- Improve Lakeshore for Bikes.
Make developers pay for improvements.
We need more bike/pedestrian trails
- Work with employers and FLCC to implement plan
- Need sidewalk on east side of Parrish
Get the busses off Main St.
- Sponsor more events for kids on bikes
Bike route signs for kids and visitors
Promote biking in Canandaigua